Housons ableman 電港 ESTABLISHED 1881.

THE UNITED ASSEST OF ORIENTAL AGENCY.

Sole Agents for the NITED ASBESTOS CO LIMITED, LONDON. DODWELL & CO., LIMITED General Managers.

Iloilo, Philippine Islands

Supplied.

NEW SERIES No. 4077. 日八卅月九年八十二緒光 WEDNESDAY, OCTOBER 29, 1902.

號九十二月十英港香

THIRTY DOLLARS

Banks. /okohamaspecie Bank, Limited ESTABLISHED 1880. CAPITAL PAID-UP CAPITAL UNCALLED...... RESERVE FUND Head Office: YOKOHAMA. Branches and Agencies. KOBE. TOKIO. LONDON. NAGASAKI. NEW YORK. _HONOLULU. SHANGHAL. вомва у. NEWCHWANG. TIENTSIN. PEKING. THE LONDON JOINT STOCK BANK, LD. PARRS' BANK, LD. THE UNION OF LONDON AND SMITHS BANK, Lt. HONGKONG BRANCH:-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent TARO HODSUMI, Manager. Hongkong, 11th October, 1902. TONGKONG AND SHANGHAL BANKING CORPORATION. RESERVE FUND. Sterling Reserve.....\$10,000,000 } \$14,750,000 RESERVE LIABILITY OF PROP'TORS.\$10,000,000 COURT OF DIRECTORS: Hon, R. SHEWAN, Chairman. A. HAUPT, Esq., Deputy Chairman. G. Balloch, Esq. A. J. Raymond, Esq. Hon, C. W. Dickson. | H. Schubart, Esq. N. A. Siebs, Esq. E. Goetz, Esq. G. H. Medhurst, Esq. H. E. Tomkins, Esq.

D. M. Moses, Esq. CHIEF MANAGER: Hongkong-J. R. M. SMITH. MANAGER:

Shanghai-H. M. Bevis. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. Hongkong—Interest Allowed: On Current Account at the rate of 2 per Cent per Annum on the daily balance. ON FIXED DEPOSITS:

For 3 months, 21 per Cent. per Annum. For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. J. R. M. SMITH, Chief Manager: 14 Hongkong, 11th September, 1902.

HONGKONG SAVINGS BANK. THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 34 PER

CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAL BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghai BANKING CORPORATION,

J. R. M. SMITH, Chief Manager. Hongkong, 1st May, 1902. THE NATIONAL BANK OF CHINA, LIMITED. · · HEAD OFFICE:-HONGKONG.

Board of Directors:-Chan Kit Shan, Esq. | C. Ewens, Esq. Chow Tung Shang, Esq. Julius Focke, Esq. Chief Manager, GEO. W. F. PLAYFAIR. Interest for 12 months Fixed 5 % Hongkong, 3rd May, 1902.

THE TEUTSCH ASIATISCHE BANK. PAID-UP CAPITALSh. Taels 5,000,000

HEAD OFFICE—SHANGHAL BOARD OF DIRECTORS: BERLIN. BRANCHES: Hankow. Calcutta Tsingtau (Kiautschou) Tientsin

LONDON BANKERS: • Messrs. N. M. ROTHSCHILD & SONS Union of London and Smiths Bank, Ltd. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. H. FIGGE,

Hangkang, 4th October, 1902.

CUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

SURPLUS AND UNDIVIDED PROFITS.\$5,180,000

Gold \$7,180,000 Head Office-NEW YORK.

LONDON OFFICE: 33 and 35, Lombard Street, E.C. Bishop, Manager, Eastern Department. LONDON BANKERS:

HONGKONG OFFICE: 4. DES VŒUX ROAD.

PARR'S BANK, LIMITED."

General Banking and Exchange business transacted. INTEREST ALLOWED On Current Accounts at 2% per annum.

On Fixed Deposits: For 3 months 21% per annum. N. G. EVANS, Acting Manager.

Hongkong, 1st October, 1902. IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896. SUBSCRIBED CAPITAL 5,000,000

Head Office: -SHANGHAL Branches and Agencies.

CANTON. PEKING. CHEFOO. PENANG. SINGAPORE. CHINKIANG. CHUNKING. TIENTSIN. HANKOW.

T'HE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transers Payable at its Branches and Agencies.

HONGKONG BRANCH. . Advances made on approved securities. Bills discounted. INTEREST ALLOWED ON DEPOSITS.

1 % per Annum Fixed Deposits for 3 months. E. W. RUTTER,

Hongkong, 1st January, 1901. THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON. RESERVE LIABILITY OF SHARE-

[NIEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 par cent. per annum on the Daily Balances.

On Fire Deposits for 12 months... 4 per cent. Acting Manager.

Hongkong, 2nd June, 1902.

Botels.

KING EDWARD HOTEL. A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR BILLIARD ROOMS.

Rooms specially reserved for Capta as of the Mercantile Marine. Hot and Cold Water throughout. Electrically Lighted.

Electric Passenger Elevator to each Floor. Table D' Hote at Separate Tables. For Terms, &c., apply to the

MANAGER. Hongkong, 23rd October, 1902.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Mails.

PENINSULAR AND 'ORIENTAL STEAM NAVIGATION COMPANY.

YOKOHAMA† Shanghai E. Spicer, R.N.R. About 3rd Nov. ... Freight or Passage. LONDON, &c...... Chusan* C. L. Daniel Noon, 8th Nov. ... Freight or Passage M'SEILLES and JavaG. W. Gordon, R.N.R. Noon, 14th Nov...Freight or Passage ** (See Special Advertisement). SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).

E. A. HEWETT, Superintender. Hongkong, 25th October, 1902.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

Shanghai Taels. | SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG ;-

PORTS IN THE LEVANTE, BLÄCK SEA AND BALTIC PORTS

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON. AND SOUTH AMERICAN PORTS; Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers

and Luggage. N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES. SACHSENWEDNESDAY, tzth November. GERA......WEUNESDAY, 26th November. BAYERNWEDNESDAY, 24th December. PREUSSENWEDNESDAY, 18th February, 1903 *IIAMBURGWEDNESDAY, 4th March, 1903 * Steamers of the Hamburg-Amerika Linie.

N WEDNESDAY, the 12th day of November, 1902, at Noon, the Steamship "SACHSEN," of the NORDDEUTSCHER LLOYD, Captain Franke, with MAILS, PASSEN-GERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and

Shipping Orders will be granted till NOON, on MONDAY, the 10th November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 11th November, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 11th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board. NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Hongkorg, 29th October, 1902. AGENTS.

Intimations.

LANE, CRAWFORD & CO.

New Boots and Shoes. Watertight Shooting Boots. Walking Boots.

and American in Black and Brown.

DRESS BOOTS. COURT SHOES. DANCING PUMPS

Tennis Shoes. FOOTBALL BOOTS.

An inspection is invited.

Hongkong, 20th September, 1902.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 50. For Terms, &c., apply to the

Hongkong, 2nd July, 1900.

MANAGER.

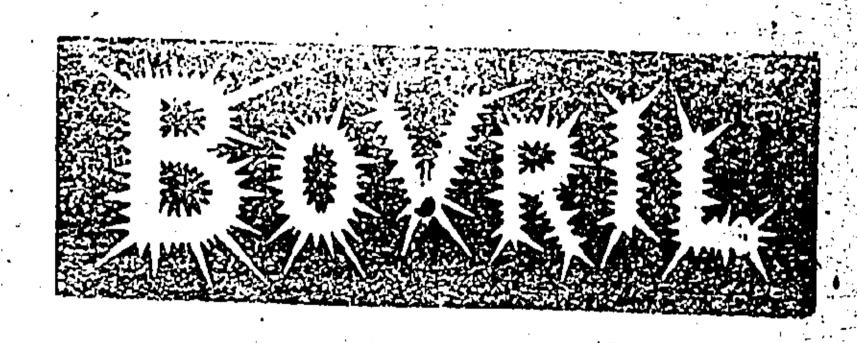
Johnson's Digestive Tablets.

THE GREAT REMEDY FOR. Indigestion, Dyspepsia, Flatulency and Acidity of the Stomach.

VICTORIA DISPENSARY

Intimations.

Bovril is a food-beverage agreeable to the taste and of remarkable strengthening and sustaining properties. It is an ideal nourishment in cases of sickness and weakness, and when from any cause ordinary foods are not desirable.



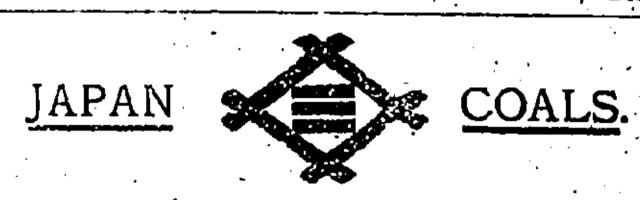
ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

UNITED ASBESTOS CO., LD., LONDON. CONTRACTORS TO H.M. GOVERNMENT.

MANUFALTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities, ESTIMATES given for every DESCRIPTION of WORK. CHIEF SUPERINTENDENTTHOMAS SKINNER. SUPERINTENDENTARCHIBALD RITCHIE. - DODWELL & CO., LIMITED, General Managers.



(MITSUI & Co.)

HEAD OFFICE:-43, SAKAMOTO-CHO, TOKYO. LONDON BRANCH: -34, LIME STREET, E.C. HONGKONG BRANCH :- PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES: New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tiontsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGEN'TS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals. N. INUZUKA, Manager, Hongkong,

PLEASE GIVE IT A FAIR TRIAL.

Competent judges always award a first place to

and confirm our opinion that it is exceptional value at the price.

\$13.50 PER DOZEN

H. PRICE & CO., 12, Queen's Road.

Hongkong, 15th September, 1902.



AQUARIUS.

The Aquarius Company's Table Waters are all made from Pure Treble Distilled Water and are superior to any waters manufactured in the Far East.

Absolute Purity can only be obtained by Distillation.

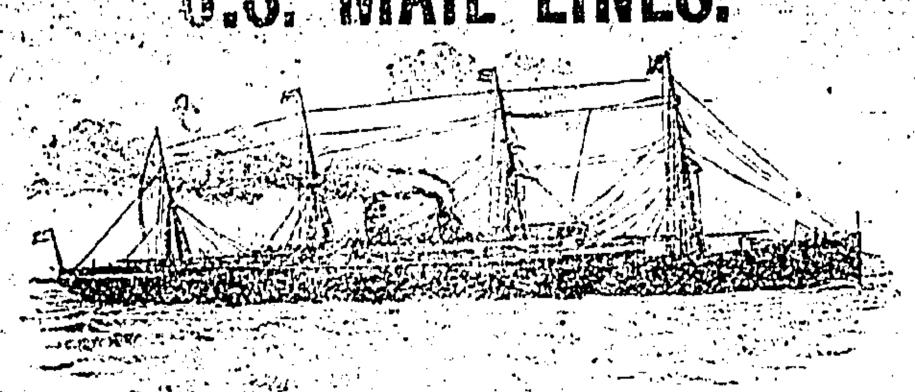
CALDBECK, MACGREGOR & Co.

Hongkong, 15th November, 1900.

368d]

Hongkong, 17th October, 1902

SOLE AGENTS.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG. "DORIC".....TUESDAY, 4th November, at Noon. "NIPPON MARU"......THURSDAY, 13th November, at Noon. "PERU"THURSDAY, 20th November, at Noon. "COPTIC"FRIDAY, 28th November, at Noon. "AMERICA MARU"SATURDAY, 6th December, at Noon.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRAN-CISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 4th November, at Noon, taking Freight for Japan, the THURSDAY, 13th) United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL-WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the

regular tariff rate. Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are

confined and will apply only to Missionaries, Members of the Naval and Military Services, the fall of the curtain. and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.-Reduction will be made to passengers who do not hold return tickets,

making the return journey between ports in the Orient and Honolulu or beyond, within twelve Through Bills of Lading issued for transportation to Yokohama and other Japan Ports,

to Sin Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers. Freight will be received on board until 4 F.M. the day previous to sailing, Parcel Packages

will be received at the Office until 5 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required. · Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the

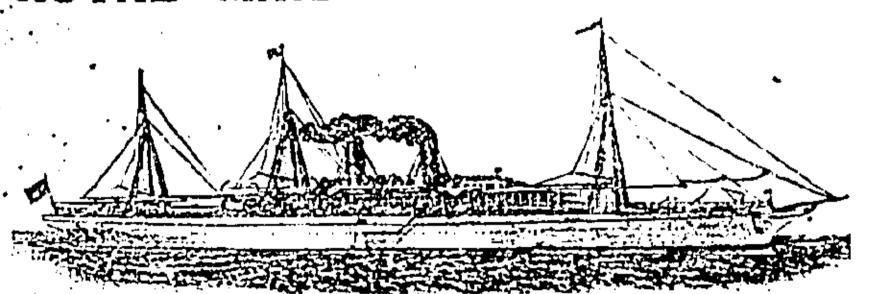
Companies' Office addressed to the Collector of Customs at San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value

Is less than \$100. U.S. Gold. For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,

Hongkong, 28th October, 1902.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



PUNCTUALITY. SPEED. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 Knots. PROPOSED SAILINGS FROM HONGKONG. R.M S. EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 19th Nov. TARTARComdr. E. Beetham, R.N.R...WEDNESDAY, 3rd Dec. EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R......WEDNESDAY, 17th Dec. ATHENIAN......Comdr. H. MowattWEDNESDAY, 31st Dec.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.WEDNESDAY, 14th Jan. THE magnificent Twin-screw Steamships of this Line pass through the samous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (II.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments. The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 22nd October, 1902

D. E. BROWN, General Agent,

Pedder's Street. [2]

HAMBURG-AMERIKA NORDDEUTSCHER OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

SAILINGS FROM HONGKONG. SURIECT TO ALTERATION.

	. SODJECT TO METERINITION	•	
STEAMERS	DESTINATIONS.	SAILING DATES	•
S\XONIA}	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	fi oth Nov.	Freight.
SERBIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	igith Nov.	Freight.
MARBURG	HAVRE and HAMBURG.	3rd Dec	Freight.
Nicdermeyer SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	trih Dec.	Freight
ALESIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	{ 31st Dec.	Freight.
For further P	articulars, apply to	POIVÁ'T INIU	

HAMBURG-AMERIKA LINIK, Hongkong Office,

No. 1, Queen's Bui'dings,

Auction.

PUBLICEAUCTION THE Undersigned have received instructions L from the "STAR" FERRY Co., LIMITED,

PUBLIC AUCTION: unless previously disposed of by private

WEDNESDAY, the 5th November, 1902,

at the "Star" Ferry Co.'s Wharf, Hongkong, The Steam launches EVENING STAR, and RISING STAR. The Evening Star was built in 1889 and the Rising Star, in 1891, both of Teak with Steel

Frames, by the Hongkong_and_Whampon Dock Company, (IN THOROUGH REPAIR). The Launches will be open for Inspection at the Hongkong Ferry Wharf from MONDAY, the 20th instant, until date of sale.

TERMS :- As Usual. For further particulars, apply to

HUGHES & HOUGH, Auctioneers. Hongkong, 18th October, 1902.

Untertainment.

CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB will give Performances of "LIBERTY HALL"

Tigh | NOVEMBER, 1902. FRIDAY. SATURDAY, 15th J Commencing each Evening at 9 P.M.

precisely. Orchestra Stalls 3 Stalls 2 No Pit and no Half Price.

Tickets can be obtained at the Booking Office of the Theatre, City Hall, on and after Friday, 7th November, at 10 A.M. Booking Office will be open daily from that

date from to A.M. to 4 P.M. Late trains will run a quarter of an hour after

ilitagdi (longkoug, 25th October, 1902.

Dotice of Firm.

NOTICE.

THE Undersigned has been appointed 1 AGENT for HONGKONG and VICINITIES for the NEW YORK LIFE INSURANCE COMPANY from This Date.

ALEC. KIENE. Hangkong, 20th September, 1902.

Untimations.

SALT HERRINGS. SALT HERRINGS.

> SALT HERRINGS. (FROM SCOTLAND.)

20-LB, KEGS \$5.

MESSRS. RITCHIE AND CO.,

39, DES YŒUX ROAD, have received advices from their agents in

England informing them that a shipment of Salt White-Herrings has been consigned to them and is due at Hongkong in a few days. Several orders are already booked so intending purchasers should lose no time.

Hungkong, 17th October, 1902. [1092d

NOTICE.

FR. BLUNCK, SILK LACE- MANUFACTURER. Will hold a

CHRISTMAS SALE from 1st November to 15th November, and 15th December to 34th December.

ALLLACES, GRASS CLOTH EMBROID-ERIES, and GRASSCLOTH DRAWN-WORK will be REDUCED 15 per cent.

FOR CASH ONLY.

All Goods are of the Best Quality and Workmanship.

The largest stock in these lines. Inspection cordially invited. Hongkong, 23rd October, 1902.

WANTED.

[1113q

EUROPEAN CARETAKER for the Masonic Hall.

Apply by Letter to the W. M. of Zetland Lodge.

Hongkong, 25th October, 1902.

NOTICE.

THE undersigned have been instructed to offer for sale, privately, Sundry Lots of Machinery, at the Wanchai Machinery Godowns, and Engineering Establishment, Cross Lane, Hongkong. STEAM LAUNDRY MACHINERY,

MARINE SCREW ENGINES, BUILER TUBES, DRIVING ENGINES, LATHES, WINDLASS, CRANES, WINCHES, FIRE ENGINES, STEEL BOILER, STEAM STEARING GEAR, STEAM HAMMER, One MERRYWEATHER'S PATENT STEAM FIRE ENGINE, DONKEY PUMPS, HYDRAULIC BAILING PRESS, EIGHT. HYDRAULIC JACKS (new) from 6 to 20 Tons, PARKER'S PARALLEL VICES, One STRONG SCREWING MACHINE, FOUR NEW CAPSTANS, One Set PLATE BENDING ROLLERS, &c., &c., &c.,

A large quantity of Angle Iron, Round and Square. Steel Bars of various sizes and Six cases of Brass Condenser Tubes, suitable for Condensing Engines.

The Engineering and Moulding Shops are in proper working order and can be sold as going concern if required. For Further Particulars, Apply to

Brokers and Auctioneers. Hongkong, 3rd October, 1902.

HUGHES & HOUGH,

Unitimations.

GOVERNMENT-GENERAL OF FRENCH I DOCHINA.

> NOTICE. THE OPENING

EXPOSITION POSTPONED

UNTIL THE

16th NOVEMBER, 1902. R. REAU,

Acting Consul for France.

Hongkong, 23rdOctober, 1902. GOVERNMENT GENERAL OF FRENCH INDO-CHINA.

16TH NOVEMBER, 1902.

THE Exposition, which is situated close to I the Railway Terminus at Hanoi, wil comprise a GRAND PALACE and MAGNI-FICIENT BUILDINGS, comaining Artistic, Commercial, Agricultural and Industria-Productions of the greatest variety from France and her Colonies (ist section); French-Indo-China (and section); and the countries of the Far East - China, Japan. Philippines, Siam, Netherlands India, British India, Straits Settle-

ments, Burma, &c. (3rd section). The WEATHER in TONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice.

The GALLERY of FINE ARTS will contain more than 500 Pictures, and will be organised under the Direction of the Inspection-General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways and-Steamers to the chief Places of Interest in Indo-China (Cochin-China, Tonkin, Laos, Cambodge, Annam) will be organised at reasonable prices.

ATTRACTIONS OF ALL KINDS: Military Bands, Theatres, Circuses, Concerts, Aquatic Sports, Balloon Ascensions, Fireworks, Dances, &c., will be provided.

REDUCED PRICES will be charged by all Steamship Lines running to Haiphong, from whence Hanoi may be reached in a few

hours by Railway or Steamer. NUMEROUS First-Class HOTELS and CAFES assure every accommodation to visitors at moderate prices.

the French Consulates in the Far East. P. THOME, Commissaire-Général de l' Exposition

For FURTHER INFORMATION apply to

de Hanoi.



UNEXCELLED.

SOLE AGENTS:

RITCHIE & Co.,

Des Vœux Road.

Benekony, 24th June, 1962 CHRISTMAS GREETINGS FOR HOME FRIENDS.

HAVE just unpacked a very fine select stock of CHRISTMAS CARDS from the best fine Art Publishers. Prices ranging from 2 cents to \$2 each. Call early to make a good selection.

H. RUTTONIEE. No. 5, D'Aguilar Street, Nos. 39 and 40, Elgin Road, Kowloon. Hongkong, 20th October, 1902.

Masonic.

EOTHEN MARK LODGE, No. 264.

REGULAR MEETING of the above LODGE will beheld at the FREEMASONS HALL, Zetland Street, on FRIDAY, the 31st instant, at 8:30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 23rd October, 1902.

ALREGULAR MEETING: of ZETLAND. LODGE will be held at the FREE MASONS' HALL, Zetland Street, on SATUR-DAY, the 1st Nov., at 8.30 for 9 p.m. precisely Visiting Brethren are cordially invited to attend Hongkong, 27th October, 1903. [1135d | Selfongkong, 39th May, 1902.

GO TO THE

OUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

TERMS MODERATE.

Hongkong, 4th September, 1902.

. THE MANAGER.

(HOTEL SANITARIUM OF SOUTH CHINA), MACAO. THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers. The strictest supervision as to food and cleanliness is exercised by a European Manager.

kniumations.

Telegraphic Address: "BOA VISTA."

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that. the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA, 🐇 INVENTORS OF INCAMDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to

FIFTY CENTS per piece. BEWARE OF INFERIOR IMITATIONS

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Price Lists On Application, Orders Executed Prompily H'knng, 12th May, 1902. . 1911

a (Liniely Programme with Dr. I. SAKATA)

No. 4. Queen's Road Central Hoogkong, 3rd anuary, 1901

Hongkong, 9th October, 1902.

SHANGHAI MIXED

A TIMELY ARTICLE.

The laws of a country, says the Shen Pao, are instituted for the sole purpose of preventing its people from doing mischief. When the laws are infringed, the offenders should be dealt with according to the provisions of the laws. This is the only way to make the laws respected by everybody. If the offenders are given severer nunishments than the laws provide for, then people will despise the laws and do not care to observe them. But unfortunately this is exactly the state of affiirs now prevalent in Shanghai under the administration of the socalled Mixed Court.

When the Mixed Court of this port was in its infuncy, it confined itself to dealing with civil cases and small criminal cases, only. All -criminal cases of a serious nature were transferred to the Magistracy in the native city. Except in those cases in which the offenders were found guilty of arson or robbery, imprisonments exceeding six months or one year were seldom given. It never happened that a criminal was sentenced to be cangued more than two weeks or to receive more than a hundred blows. But, of late years, criminals have been frequently sentenced to three or four years' imprisonment, three or four months' canguing, and five or six hundred blows. Sometimes a criminal is made to undergo several forms of punishment - first flogged, then cangued, then imprisoned, etc. Even female criminals are often awarded five hundred blows on the back or given one year's imprisonment. The juil is over-crowded with prisoners whose appearances are so miserable that we cannot bear to look at them

What is more startling is that different punishments are frequently given to offences of the same nature and degree. The above ano nalies in the Mixed Court go a long way to show that steps should be taken to rectify

AGAINST OPIUM SMOKING.

MEMORIAL THAT OFFICIALS BE ORDERED TO QUIT.

Word has come from Peking of a memorial to the Throne looking to reform in the common vice of op'um smoking. A high official is the petitioner. He prop ses to banish opium from China, and to break all officials of the habit within a year. By means of the example thus

set he hopes for the discontinuance of the drug among people at large. His proposition provides that an allowance of half a year is to be given among officials whose age is above seventy years; for those between fifty and seventy years, a period of

three months i given, and for those under fifty the time is limited to one month. All officials are to be required to cut off their. habits accordingly and if any one be found to be induling in this drug after the expiration of the settled periods, they are to be immediately cashiered.

To all the military officers, soldiers, and yamen runners, a period of one month given and if they neglect to quit smoking after that time, they are to be dismissed. Expectant officials, who are addicted to this drug are to become ineligible to any position in the

government, Although the memorial seems to meet no opposition, there seems little chance of more than formal approval because many of the palace officials are heavy smokers and it is reported as quite hopeless to break them of the habit either by persuasion or by order.— Shanghai Times,

TAM & CO. FOR STIN HAT'S

THE GREAT NORTHERN GLACIER.

STEADILY ADVANCING SOUTH,

The onward march of the slippery and res less Muscovite towards the ice-free ports o northern China and the confines of China proper has been aptly compared with the motion of a huge glacier ever and another moving faster (carrying all before it) aseit approaches the more temperate zones. We have seen how quickly it glided over East Siberia once it had got south of the Amur River, and how, in very recent times, it glided gracefully over Manchuria, reaching the sea at Port Arthur and the neighbouring port of Dainy (Chinese, Talienwan). These are the advances of the Eastern portion of the huge mass; what about the rest of it? A correspondent of the Manchester Guardian tells about its movements, silent yet rapid. The correspondent describes as an eye-witness, what he calls a "secret strategic railway", joining the Great Siberian Railway with Kalgan, a place on the Great Wall a hundred miles west of Pekin. The map accompanying the report shows that the new branch leaves the main line at a junction about seventy miles west of Khailar in Manchuris, and proceeds due south along the flanks of the Khingan mountains. The strategic value of the line in case of a Russian advance upon Pekin is indisputable, as it saves some 470 miles of the route vid Kharbin to Dalny, and in addition avoids crossing the desert. The correspondent went through Manchuria in disguise, and claims to be the only foreigner who has passed along the Khailar section of the Siberian line without an escort. He himself saw the junction of the new line last autumn, and ffrom natives who had been at work on it he learned of its direction and the distance to which it had then been laid. Although capable of bearing mili tary and goods traffic, it is only lightly ballasted -what we call in England a "construction" line-and he argues that if the rate of progress this year was maintained the line will have nearly reached Kalgan by this time. The political importance to England of this discovery might have been considerable if the Anglo-Russian treaty of 1899 had not waived all the right to interfere with Russian concessions north of the Great Wall. As it is, the responsibilities of our alliance with Japan only become graver in view of this proof of sinister designs on the integrity of a vast Empire which has already been sufficiently impaired for pur-

OUR LONDON LETTER

poses which are fully apparent when taken in

conjunction with the advances of Russia to-

wards Thibet in quite recent times. Verb. sap.

(From Our Own Correspondent.) LONDON, September 26th, 1902,

MITTERS EDUCATIONAL

Education which forms the one subject that at the present time every person recently promoted to late dinner and long skirts, or the dignity of cigare tes smoked with assurance around the bier of the late Queen of the under the paternal eye is ready primed to dis. Belgians. King Leopold has always been cuss. Argument deals with both branches of | rather popular in this country, but the want of a form very different from that in which it refrained from remark calculated to annoy a

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SIMPLE.

SINGER

general election. Ministers are said to be thoroughly weary and disgusted with the opposition excited, and governments will probably be in the future even more chary than in the past, of attempting to handle a subject fraught with so much danger to themselves. The controversy now promiting to redouble in violence is entirely unconcerned with Education. For popular purposes, the Bill, with all its clauses, schedules, preamble and the rest is summed up in a phrase-"Act to deliver the Nonconformists over to the control of the Church of England," or "Act to benefit the children of Dissenters at the expense of those of the Anglican or Roman persuasions," according to the point of view of the objector. It is but just to say that the irreconcilables are very more numerous among the opponents of the Bill than. among the adherents. Church folk, though a little sore over the necessity for compromise in

matters they deem really important, do still,

for the most part admit that only by yielding,

these things can they hope to obtain the

benefits offered by the new Act. Without

expressing an opinion as to the attitude of

Lord Hugh Cecil and the small band of

extremists who act with him, I find the disposi-

tion to accept Sir. W. Walrond's compromise

is very general among Churchmen. They will

surrender the

"CONSTANT ATMOSPHERE OF

ECCLESIASTIC BELIEF" on which the Roman Catholics lay so much stress, and permit the instruction of their own children by accredited teachers of the various Dissenting bodies, at the same time as the clergy or their representatives are teaching Church doctrines to the children of the Church. It is quite possible that Nonconformists underrate how great a concession this is—fer they have accepted the offer in anything but a friendly spirit. It is exceedingly unfortunate, but the main issue—the welfare of the chil dren-is now entirely obscured behind one of those outbursts of fanatical religious controversy which have been so regrettably prominent during the last few years. What will be the issue, even the most experienced politicians seem unwilling to prophesy-otherwise seeing the size of the government-majorityto which practically the whole Irish vote will beadded, I should have confidently assumed that in the end the Bill will be put through. Apropos of the possibility of an election in the spring, it is stated that the three Boer generals will attend the sittings of Parliament during the winter, with the greatest regularity. A change

Much regret is expressed to-day on all sides

of Ministry might, in other eyes, alter Boer

prospects considerably.

BRUTAL ATTACK UPON JOHN KEYSIT last night at Birkenhead, through which the protestant leader now lies in grave danger of his life. His assailant is quite unknown but Mr Kensit's proceedings in Liverpool have aroused great indignation throughout the dis-We are in a state of mild anxiety respecting trict, and it is to be feared that crime lies at the door of one of his religious opponents.

Some comment has been heard in this country on the painful and unseemly wrangle Education-the Bill on the one hand, and Pro- ordinary good-feeling, displayed on such an fessor Dewar's fierce onslaught on our great occasion, has attracted much unfavourable public schools on the other. With regard to attention, although the newspapers following the Education Bill which has already taken the good traditions of the British press have made its original bow to the British public, Sovereign on friendly terms with our own. it gives some promise of bringing about a Court mourning for three weeks has been

MEMORY POINTS ABOUT

SEWING

WE deal directly with the people, through our own employees all over the world; selling 1,000,000 Machines

ordered; and Princess Stephanie on ber return to Dover received a most sympathetic letter from our King and Queen-the Princess was tenderly attached to her mother who frequently asked that she might be summoned: during the last illness-a last pleasure, denied by the severity of her Consort. .

The probable assumption by the British Government of the control of

THE CHARTERED COMPANY, at an early date is receiving surprisingly little attention except in financial circles. The fluctuation of the Company's shares has indicated, for some time, a City agitation, but it is only in the last ten days that rumour has crystallised into a more or less authoritative | 13 forecast of the Company's future. The determining cause for government action was undoubtedly the death of Mr. Rhodes whose Imperialism was a known quantity and who stood for a | 5. power which no intrigue could turn from the path of British interests. With his removal, K the bulk of authority devolved upon Mr. Beit, against whom it is needless to say no accusa- | K tion of disloyalty or weakness has ever been breathed. But Mr. Beit is a German by birth, L and the fact inevitably colours his outlook. Moreover, he does not command that universal and unstinted obedience and confidence which gave to Mr. Rhodes his chief weapon for the Empire in South Africa. For these and other reasons the Government is believed to contemplate taking over the Company's interests on terms | K to be presently agreed apart from immediate causes even the plan is one which recommends itself to nearly all who are cognisant of Africa -the Chattered Company as constituted has sometime been of the nature of an Imperium in Imperio.

RETURNED SOLDIERS.

The Cape army is pouring into England--20,000 men are at this moment on the high seas in addition to the thousands already home I find among officers a good deal of nervousness as to the policy of so rapidly denuding the country of seasoned troops. I am told that there are fully 1,500 armed irreconcilables lying quiet in the hill-country of the Transvaal awaiting their opportunity, which this rather undignified scramble away is likely to afford [them. This number sounds infinitesimal, but in a country friendly to the insurgents, it is quite possible for a mere handful to endanger peace and do much mischief, as, Heaven knows, we ought to have learned by this time. By the end of the year only the standing garrison of 50,000 men will be left in the four Colonies-even the most optimistic may be excused a little shiver of anxiety.

The Boer Manifesto has evoked very considerable feeling in London, and strategically was a very ill conceived stroke-if, however, i opens the eyes of simple John Bull who believes all men to be as fair and straight and generous as himself, it may after all be a document of some value to humanity,

The Kelantan "affair" is discussed with various degrees of wisdom-down to comment of unminigated rubbish-by the newspapers but not a single member of the general public can be induced to take the smallest interest in th: matter. Probably not one person in thousand knows even now whether we "seized the State, or whether we did not-probably most are uncertain if such a State actually pany's Office. exi ts at all.

VALUABLE CRICKET BATS:-A number of prominent cricketers have sold, through the Daily Express, the bats with which they have played in this or previous seasons, the proceeds being devoted to the benefit of the Cricketers' Provident Fund. Dr. W. G. Grace's bat fetched the highest price (£52), whilst Victor Trumpet's was a good second, realising £42. The sum of £13 was given for Ranjitsinhji's bat, and £8 for Jessop's.

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SADO MARU	NAGASAKI and KOBE	MONDAY, 3rd Nov., at
KAGOSHIMA MARU K. Kori	KOBE and YOKOHAMA	TUESDAY, 4th Nov., at Noon.
KAGA MARU*	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	Tuesday, 4th Nov., at
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J. S. Thompson	KOBE and YOKOHAMA	FRIDAY, 21st Nov., at Daylight.
KUMANO MARÚ E. W. Haswell		Noon.
KASUGA MARU		Noon.
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G. DE CHAMPEAUX. ²Agent, Hongkong, 21st October, 1902.

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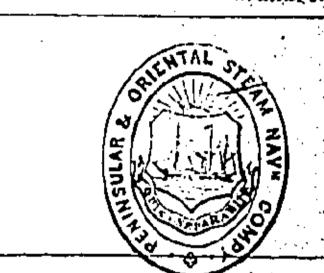
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BERNARD LANKESTER, Hon. Secretary & Treasurer. Hongkong, 13th September, 1902. [14130



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to keep a garrison in Shanghai; she built

large barracks and has made preparations

for giving effect to just such a challenge as

has heen thrown out to England, We'do

not believe with the China Gasette of the

24th instant that the atrocious crime com

Hunan has been "seized upon as a good

pretext" by Lord. Lansdowne for "getting

level "with the treacherous, corrupt and

utterly contemptible Government of the

Celestial Empire-a Government composed

of the obsequious Boswells who pertina-

tiously cling to the apron-strings of the

vicious woman who terougfully sits to-day

Throne. Great Britain has shewn much

patience and forbearance in dealing with

the Manchu Government; she has in fact-

been so complacent that kindness has been

mistaken for cowardice; forgiveness for in.

of various descriptions. Now, however,

history of the decline of British prestige in

the Far East is, let us hope, about to be

with drastic evils she will have with

storial integrity of the Chinese Empire, or of

its little, though important, neighbour, Corea,

Czar's representatives being busy trying to

toist that "stormy petrel" of Oriental politics,

Adviser to the Corean Government wice Mr.

the claims and secure the position of Mr.

McLeavy Brown, C.M.G. It is pretty certain

therefore that our Government cannot regard

with equanimity the intrigues now so boldly

en train in Seoul, any more than it can

ignore the German challenge, and German

and French intrigues throughout the whole

Yangtze region. While we earnestly hope

and trust that a peaceful solution of the

present difficulties will soon be arrived at,

yet there is no denying that latent possibili-

ties would seem to preclude undue confi-

dence in the immediate future, for it would

be childish to imagine that certain Powers

would have deliberately trodden on the

Lion's tail without taking into consideration

LOCAL AND GENERAL.

DR. SOLFF left for Singapore by the Ham-

MR. J. P. COTTAM was among the passen-

gers looked for London on the Hamburg,

the absence of further rainfall on and after

SIR E. SATOW'S ABSENCE:-It is stated

that Mr. Townley I First Secretary) is designated

for the important position of charge d'affaires

during the absence, on leave, of Sir Ernest

HERE IS A STRAW that shows how the

thus:-It is reported that M. Witte will visit

Corea with the object of supporting M. Alexieff

in the reorganisation of Corean finance.

factory explanation.

Satow from the celestial capital.

the risk of sudden and violent reprisals.

burg to-day.

be restricted.

which left at noon to-day.

mitted upon two British missionaries



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HONGRONG, WEDNESDAY, OCTOBER 29, 1902

THE STORM-CLOUDS.

We are inclined to think that the storm clouds which have been gathering about the Eastern horizon during the past few years notably since Russia, France, and Germanycombined to oust Japan from the continent of Asia at the conclusion of the China-Japan war, causing the latter to accept a paltry sum from China to evacuate Port Arthur by the special request of a majority of the and the Liaotung Peninsula-have a good deal more wind in them than is generally Powers of Christendom!) on the Dragon supposed. We do not intend at this juncture to weary our readers with lengthy details of observations taken during, say, the past five years. It is sufficient to call attention to the existence of the Far Eastern Triple Alliance (Russia, France and Ger- ability to exact proper reparation for outrages many) formed and maintained since 1894 when, it is probable, the parties to the the last chapter in the long and wearisome secret agreement arrived at a decision as skillfully Filtered on the most scientific to their respective "spheres of influence" and ultimate occupation; Russia being closed once and for ever. We hope this, for at liberty to absorb as much of Mongolia, it seems apparent that Germany's attitude Manchuria and China proper as she sees in regard to the Yangtze valley, and China's fit down to the parallel of the Peiho | acquiescence therein, is as the last straw that River; Germany to have carte blanche breaks the camel's back. There is now between the South bank of the Peiho and great activity in the naval dockyards, the Yellow River (with liberty to push as far | vessels are preparing for serious work; and south as the north bank of the Yangtze if already the Albion, Algerine and Espingle circumstance permit); France to grab all have gone and others are going—well,she can between her Tonkin and Annam |-probably North. If Great Britain will hold frontiers and south bank of the West River, out for anything in the East it is surely for with liberty to push as far north as the south | the maintenance of an Open Door for her bank of the Yangtze. Of course, the exist- trade throughout the length and breadth of ence of such a programme will be scouted | China, including Mongolia and Manchuria. in certain interested quarters, but it doubt- If she now applies drastic remedies to cope less does exist and it is, therefore, not surprising to learn that the German Stipulations | her the goodwill and, maybe, the regarding—the—withdrawal—of—her-troops-[physical—force—of—all—the—Powers—whofrom Shanghais are in conformity with are opposed to any infringement of the territhose of the Government of France. It is noteworthy, too, that Russia does not object, her sience giving consent, if nothing more. That the three Powers mentioned are extremely jealous of Britain's preponderance of commercial interests in the Orient and M. Alexieff, into the position of Finance elsewhere, and that they would stoop to consideable depths to further their own ends is McLeavy Brown, the British Chief Comequally within the bounds of reasonable probability. More or less secret negotiations | the Corean Government. M. De Witt, a have been going on in Peking for some time | crafty statesman and the Czar's adviser in with a view, probably, to drawing Great | matters of finance, is now in the Far East and Britain into the vortex of a storm. The fit is understood that he will make important semi-official Norddentsche Allgemeine proposals to the Ruler of the Hermit King-Zeitung has been permitted to give the gist | dom. When, a few years ago, Russia tried of the terms arranged, without, as far as we to use M. Alexieff to destroy British influence can learn, even extending to the British | in the Corean capital the British Government to Sir Ernest Satow. Under date Berlin. 22nd October, the paper states ;

The Powers have again recently considered the question of the evacaution of Shanghai. It was proposed that the evacaution should take place under the following conditions:-L-The troops will ' withdrawn simultaneously and equally by all Powers concerned according to stipulations to be agreed upon

2 - The re-occupation of Shanghai by any Power will give to all other Powers equal right to bring back their troops. In order to prevent any such possibility the

German Government has proposed the following amendment to the second clause:-China binds herself expressly to grant no exclusive rights of a military or other chiracter, which would infringe upon the principle of the

"Open Door Policy," to any Power within the Yangize Valley. This condition has now been accepted by

the Chinese Government. The German Government is fully in accordwith China and France as to the conditions of the withdrawal of the troops from Shanghai.

The opinion prevails here, that the reason why Great Britain is hesitating to agree thereto can only be explained by her intention to get exclusive rights.

In the German amendment we find a direct "hit" at perfide Albion. It is well known that the British Government have fo. years insisted that the "Open Door" policy throughout China must be maintained at al hazards, yet here we find Germany (with the knowledge of France, Austria and Russia) holding out for the recognition of this vital principle by China only as regards the Yangtze Valley, Britain's sphere of influence. The reason for this peculiar attitude is not far to seek. Firstly: Russia, France and Germany have all grabbed pretty big slices of the "China Pie," and they are not Free Trade countries; secondly, the component parts of the Far Eastern Triple Alliance desire to draw Britain into a serious conflict with one or more European powers. They know that the longer they wait the more difficult will be the process of "slicing China," and they think, doubtless, that the time is ripe for throwing down the gauntlet to Great Britain and her Ally. Germany has clearly challenged Britain's position in the Yangtze region. The declaration of the Anglo-Japanese alliance was very distasteful to Russia, France and Germany, and it has been doubtless used by Russian and other agents to endeavour to prove to China that Great Britain can be treated with contempt; that she cannot stand alone and that she has even to lean on

the Japanese for support; that the is

-rapidly succumbing to senile decay, &c., &c.

Germany, has from the first shewn intention

ASK for ASAHI JAPANESE BEER .-

tour Australia, New Zealand and Canada, is unofficial. The Times goes on to state that the mission is ill-timed, coming immediately after the colonial conference. In view of colonial demands needing to be handled with rare tact and discretion, it would be wiser not to attempt to force the pace.

NAVY LEAGUE C\MPALSN:-The Times

says that the mission of Mr. H. Wyatt, the

envoy of the Navy League, who is about to

A SK for ASAHI JAPANESE BEER. G. Girault

PARTE WESTS TOTAL OUTRACES - THE native carpenter who ran amok la Rennedy Town the other day and wounded carpenters and constables has, been committed for trial at the next Criminal Sessions.

SWIMMING RACE :- On the 31st at 5 30p.m. there will be a swimming competition between Messrs. A. Humphreys, C. J. Cooke and N. P. Alves at the V. R. C. enclosure, Kowloon, the distance being 6 lengths (200 yards). The winner is to be presented with a handsome cup given by a well-known merchant. As the three are considered strong swimmers it would indeed be very inter sting for the spectators.

MISSION WORK IN FORMOSA:-The Empress of India, which arrived this morning, brought from Vancouver to the Orient the Rev. Thurlow Fraser who has come out for the purpose of carrying on the mission work in Formesa which has hitherto been in the hands of the late Dr. McKay. There are over 60 churches scattered over Northern Formosa, nearly 60 native preachers and upwards of 2,000 native communicants, besides a college for the training of native ministers, a girl's school and a hospital.

T. E FOOTBALL SHIELD COMMITTEE met yester 'ay and decided that entries must be s at in on or before December 8th.

In connection with the Hongkong Football Club the following matches have been

Sat rday, Nov. 1st.-Rugby match at 4.15

Monday, Nov. 3rd.—Inter-Club match at a quarter to five sharp. Saturday, Nov. 8th.-Association match v. Royal Engineers at 4.15 p.m.

KING EDWARD HOTEL :- By kind permission of Colonel Iremonger and officers, the Band of the 33rd Burma Infantry will play the following selections during dinner at the above Hotel on Friday evening next, October 31st, from 7.30 to 9.30 p.m.

PROGRAMME. i. March..... "Punchestoya Races...... Williams.

MR. H. COCKBURN, C.B., Chinese Secretary of the British Legation at Peking, has been where Russia's paw is again being leit, the raised to the rank of First Secretary of Legation. It is to be hoped that this action of the Foreign Office may be taken as evidence that the F. O. at last recognises that the position and the important duties performed by the that he should be at least on a par with the guilty of manslaughter. missioner of Customs and finance adviser of official who merely plays "second fiddle" to the Minister. The advantages accruing to the guilty. It is ananimous. Minister of having as confidential translator, writer and interpreter an English scholar at a corrupt seat of government cannot be over-

estimated. NEW LAWS FOR CHINA:-The Sin Wen Pao hears from the same source that Shen Chia pen, Senior Vice president of the Board Government the Courtesy of handing a copy | sent a large fleet to Chemulpo to back up | of Funishment, and Wu Ting-fang, Minister at Washington, were some time ago applinted by the Throne to codity a new set of laws for China, introducing Western laws into the system where they are beneficial and essential. Since then Minister Wu has been ordered to remain at his post for another year, so he could not at once begin to carry out the task set forhim by the Throne. A week ago, the Minister | follows :telegraphed the Wai-wu-pu saying that one of his attachés was coming back to China and had left the United States at the end of last month, and by him the Minister sent to his associate codifier two to stof law manuscripts which he had prepared in Washington.

PACIFIC COALING STATION :- Sowarrow Island has been proclaimed a coaling station for the ships of the Australian squadron. Suwarrow Island is one of the Suworoff group, situated in latitude 13deg. 13min. south, long. 16 leg. 31min. west. The Island is a place of call of the Pacific Island Company's steamers, the company holding large interests there. The islands are surrounded by an extensive reef, nearly halfa mile wide, which encloses a lagoon 12 miles by nine miles. There is an entrance facing the northeast half a mile wide at the narrowest part, with two patches in its middle, which may be passed on either side, the depth THE_WATER SUPPLY :-- It will be seen in the entrance being eight to five fathoms. on reference to our advertising columns that in The lagoon abounds in becke de-mer and pearl-shell. The entrance passage runs about Saturday next the supply of water will again north-northeast, and south-southwest; the usual trades is therefore a leading wind. The island is reported to be out of the track of

THE ST. ANDREW'S BALL.

OFFICIAL DANCE PROGRAMME.

The officat dance programme as arranged current is runing in the Corean Channel. for the fofthcoming St. Andrew's Ball is as The Peking and Tientsin Times reports it follows :-

1. Lancers. 2. Waltz. 3. Caledonians.

4. Waltz. THE BOXING CONTEST:-Mr. St. Clair Eightsome Recl. informs us that the reason he did not put in an 6. Waltz. appearance at noon yesterday when the money 7. Caledonians. was to the handed over in connection with the. 8. Strathspey and Reel. match against Sam Bentley was because he

9. Waltz. heard that his opponent was leaving shortly in the Albion ordered north. This seems a satis-

io. Barn Druce. 11. Polka. 12. Waltz.

13. Highland Schottische. 14. Eightsome Reel. 115. Waltz.

16. Strathspey and Reel. 17. Waltz:

18. Lancers. 19. Waltz. 20. - Caledonians.

21. Waltz.

C. Girault,

22. Waltz and Galop, A SK for ASAHI JAPANESE BEER-

THE WEST POINT COLLAPSE.

CONTRACTOR, NOT CULLTY. P. W. D. CENSURED.

The hearing of the case in which Cheon Hong, contractor, charged with manslaugh e in connection with the fatal collapse of the wa of the house, No. 56 First Street, on 29th Jul was resumed this morning.

All the witnesses for the prosecution and defence being linished, Mr. E. H. Sharp, K.C. counsel for the defence, and the Attorney General (Hon. Sir H. Spencer Berkeley) addressed the Court and jury.

After tiffin, the Chief Justice summed up the case at great length, and said that, having regard to the nature of the work undertaken by the accused, and the age and condition of the houses adjacent to those he (the contractor) undertook to pull down, was his legal duty to use reasonable skill and precaution to prevent damage t thosé houses, and their inhabitants." He raised the following points for their consideration: (1) That the deceased Wong Fuk was killed by the collapse of the wall at No. 56 Fire

(2) Did the accused fail to use such reason able skill and precautions as it was his duty to

(3) Was it owing to the want of the use of such reasonable skill and precautions that the wall collapsed.

(4) If so, did the omission to use such reasonable skill and precautions amount criminal negligence?

Continuing, His Lordship said: As to criminal negligence, I adopt the words of Mr. Justice Blackburn in Reg v Eyre, Finlason's report, page 57 :- Criminal negligence is a phrase constantly used in criminal cases, but the amount of negl gence that would make a man responsible cannot be defined. It is not a little failure in duty that-could make him crimin ally responsible as a great failure of duty undoubtedly would, the line between the two is hard to define and cannot be left to a great extent in each individual case to the common. sense of the jury, whether or not the degree of failure of duty in criminal. If the jury answer all the four questions in the affirmation it is their duty to find the prisoner guilty. If the jury answer any one of those four questions in the negative, or if they have a reason b'e doubt whether the p isoner is guilty or not, it is their duty to find him not guilty.

The jury relired at twenty minutes to three, and returned at three o'clock.

The Registrar General: Gentleman of the Chinese Secretary render it strongly advisable jury, do you find the prisoner guilty or not

The Foreman :-- We find the prisoner not

With 1 is Lordship's permission they added the following rider. "That the supervision at present exercised by the 1. W. D. over the demolition, erection, and alteration of build ing is inadequate."

His Lordship :- "That what you have said will be taken to the proper quarters of course This is a criminial case and not an enquiry into the collapse of buildings."

The Contractor, Cheong Hong, was discharged.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow at 4.15 p.m. The agenda is a

ORDERS OF THE DAY. 1. The President, pursuant to notice, wil

That the Board obtain authority to insert an advertisement in the English and Chinese newspapers requesting the occupiers of domestic buildings to co-operate with the Board in its efforts to combat Plague by thoroughly cleansing their dwellings between the 15th November and 15th December next; and informing the owners and occupiers of domestic dwellings that the Board proposes after December igth to strictly enforce the provision of the bye-laws governing "Domestic Cleanliness and Ventilation," and that the Board will, if on inspection it be found necessary, direct its officers to cleanse and disinfect premises under the provisions of the bye-laws for the prevention or miligation of epidemic, endemic or contagious

2. Mr. Osborne, pursuant to notice, will

r. That measures be taken to stop the nuisance caused by scavenging coolies raising clouds of dust in the public

11. That Government be asked to make provision in the next conservancy con tract for fining the contractor when there are reasonable grounds to suspec that his coolies have thrown night-soi into the drains or on the hillsides. G. A. WOODCOCK,

Secretary. AGENDA. r. Result of the analysis of a sample of well water taken from No. 99, Jervois street. 2. Lime washing return for the fortnight

er ded October 25th, 19024 3. Rat return for the forinight ended October 4. Mortality statistics for the week ended October 11th, 1901.

SHIPPING DISASTER OFF NEW ZEALAND.

S" VENTNOR" FOUNDERS. WITH COAL FOR HONGKONG

Messrs, Lauts, Wegener and Co. kindly in form us they have received the following telegrain from Sidney :- Site Ventuor has Inti dered at Now Zoaland Crew saved The Ventage was bound for flongkong with cargo of coal for the Admiralty.

A SK for Asahi Japanese Beer. C. C. Girauli

WARSHIPS ORDER DINCRITY

CLIVITY AIR THIE NAVAL YERD. AUTHORITIES RETICENT.

When it became known yesterday afte noon

that orders lind bee received for the immediate

despatch to the North of several of the British warships in port much reculation was rife both with regard o their destination and the necessity for such urgent measures. In quirie from official sources tailed to elicit any definite explanation, and consequently many rumours were circulated regarding the cause for such a hasty despatch of the warships to northern waters. That there was some truth in the numerous statements was verified later in the day when it was seen that the Algerine Espiegle and Albien, had already ina e their departure, and that great activety prevailed alongside the Amphitrit. Another event of some significance was in the fact that Real- Idminal Farry 2. Grenfell had promised to accompany H. E. the Governor and party on a trip to Mirs Bay in the morning, and just prior to the launch leaving Blake Pier was oblige I to cancel the engagement. There is much activity in naval quarters ashore and affoat. Big cargo boits with powder, shot and shell have been discharging alongside the flagship Altion and oher vessels during the past few days, while signalling, night and day, has been constant. Bluejackets have been landed at Magazine Island, East Point, where they have doubtless. been engaged in leading shells, &c., and the German gunboat Tiger has been lying ui der an easy head of steam in Wanchai Bay during the past two days and seems to have been keeping a sharp watch on the movements of our men in connection with the warships, The Cressy is still in dock at Kowloon where she is coaling and taking in stores and provisions. She is expected out the first thing in the morning and will leave sat once for the North. The Japanese torpedo boat destroyer Asashio had a fiesh coating of grey paint put on this morning. After her long run out from England. she stood in great need of a new "dress." The is a well-known flyer, being able to do her a knots with comparative ease. The British torpedo boat destroyer Janus, still a fiery red colour, looks very untidy beside her spruce little neighbour. A few minutes before eight o'clock this morning the Amphitrite left her buoy off the Naval Yard Extension works, and with a long line of black smoke issuing from her four funnels disappeared into the haze overhanging the entrance to the harbour in the direction of the Lycemoon Pass. It was surmised that she had kift for the North, but four hours later she again en cred port having probably been out for practice with big guns and to give her engines a good "turn over, as the drivers call its During the day the greatest activity has prevailed at the Naval Yard where the work of provisioning and storing the warships has I een rapidly proceeding. Special naval police have been despatched for the purpose of recalling liberty parties ashore, and the full complement of men are getting aboard the ships.

The authorities are naturally very r ticent regarding their orders and will vouch for nothing beyond the fact that certain warships

are to proceed to sea as early as possible. From the North China Daily News of he 21th inst. we take the following:

The turpedo-boat destroyer Hart, Lieut. Commr. Hardy, goes down to Woosing on Sunday morning to meet Vice-Admiral Sir Cyprian-Bridge, K.C.B., who is coming from Japan. The British gunboats ordered to Hankow will await the Admiral's arrival at-

The following German warships are at present in Shanghai. They are the flag-hip ! wrst Bismarck, armoured cruiser, 10650 tons."

Glier.....3rd class cruiser 1,776 tons. Hansa - .. 2nd ,, 5,900 ,, Secadler .. 3rd 1,640 . ,,

Thetis ... 3rd BLACK FLAG SQLDIBRS FOR CHI KIANG.

A report was current to-day to the effect that the Acting Viceroy of Canton, H. E. Tak Sow, has ordered the veteran Black flag chief, Low Ying-fon, to mobolise three battalians of his troops, and proceed with all haste overland tothe province of Chi Kiang, owing, as it is alleged, to certain movements on the part of European Powers. It is to be remembered that Shanghai is in the Province of Chi Kiang.

THE OVERDUE "OHEANG CHEW."

RETURNS TO SINGAPORE FOR REPAIRS.

In connection with the report in our last. evening's issue to the effect that the British. steamer Cheang Chew, which left Singapore: for Hongkong on the toth inst, had not entered port, the agents, Heng Seng Cheang, Lindly informs his they have received received advice from Singapore to the effect that the Cheang Chew had met with a misbap to her engines and been obliged to put back lo Singapore for repairs.

SHIPPING AND MAIL KEWS

German (Gera) to-morraiv. Indian (Kumsang) 1st prox. French (Sydney) and prox.

Theoma (Tatoma) 3rd prox. American (Nippon Maru) 5th prox.

American (Peru) 12th prox. Canadian (Tarjar) 12th prox. Canadian (Alhenian) 13th prox.

The M. M. Co.'s steamer Spaney with the next French Mail will leave Saigon on Thursday, the 30th, at no in for this port. The N. Y. K. Co.'s steamer Sailo diarie. (European-Line) left Singapore for this port rul the 28th instrand is expected to arrive here

A SKI TOTASAHTE JAPANESE BEER 7

TELEGRAMS

The Fighting in Somaliland. LONDON, 27th October.

Reuter's Aden correspondent wires that on the 6th instant the Mullah's force suddenly charged the right flank of Colonel Swayne's position advancing through a dense jungle. The enemy met with such a severe fire from the African Rifles that they swung round towards the centre and left, which, owing to the dense bush, the transport had overlapped, throwing the defence into confusion. The result was that the firing line was broken, and a Maxim captured. Captain Phillips was killed, Lieutenant Gelfatly was shot while attempting to rally his men, and also Lieutenant Everett while attending-hime The disorder here spread to the centre of the British line where Captain Augus was killed while resolutely serving the guns," his place being taken by Captain Cobbe, who, continued to serve them. Finally a charge led by Colonel Swayne checked the enemy, and the force then zereibaed. In the aftermoon the British sortied, and chased the enemy, capturing a number of camels and their loads. The Maxim was not recovered Sixty-two of the enemy's dead were counted. The British lost seventy killed.

Mr. Chamberlain to visit

South Africa. It is officially notified that Mr. Chamberlain will proceed to South Africa about the latter part of November, to examine the problems presented by the termination of the war, and the settlement of affairs in the new colonies. The proposed visit, which is universally approved; is believed to be the forerunner of visits to other colonies.

The Guards Reviewed.

His Majesty The King reviewed four thousand Guards on the Horse Guards Parade to day. The weather was beautifully

The Boer Relief Fund.

The total sum collected by the Boer Generals in Holland, Belgium, France and Germany for the Boer Relief Fund, amount to £32,000 only.

(Shanghai Times.) · Ship Combine Delays Due to tight Money.

LONDON, October 24th. Ship Combine plans are not advancing as rapidly as expected. No change of programme has been announced and probably none is contemplated, but the scheme ripened at an unfavourable time for the American market, and shares have not been in demand. The correspondent if the Chronicle reports an uncertain outlook for this and other large speculative ventures because promoters depend upon sales of shares to provide operating capital and tight money in New, York works toward curtailment rather than expansion of share p rchases.

West Indian Government.

upon Parliament the ratification of the Brussels | appealed against the decision of the Halifax convention in relation to government of those islands. It has prepared a bill to amend the convention by penal clauses to provide against infraction of the terms as proposed. Germany, Belgium, Australia and Holland, which have already ratified the convention, are expected to assent to the amendment. The resolutions adopted at Brussels, defining by international law neutral and belligerent rights in insular territory and waters, and imposing limitations upon cable cutting in time of war, will apply to the new statu: of the island possessions.

Popocatepetl Making Trouble.

Popocatepetl, the lugest volcano in Mexico, is reported uncommonly active. Several of the towns near by have been deserted and reports. of panic reached the city of Mexico. The sulphur industry, which supported a large population in the approaches to the volcano, has been aban 'oned.

THE THEATRE.

THE JANET WALDORF COMPANY.

At present a good the trical company should be very welcome, and the above Company whose season opens at the Theatre Royal on Monday, 17th November, come with a good reputation which should ensure for them liberal patronage from all theatre-goers. The name of fanet Waldorf is still no doubt in the memory of those who were fortunate enough to witness her performances liere with Mr. Norval McGregor, when they were passing through the Orient to fulfill engagements in Australia. Miss Waldorf soon established herself in public favor throughout the New Zealand cities, at the Theatre Royal in Sydney and at Her Majesty's Theatre in Melbourne. Under Mr. J. C. Williamson's engagement she added to her list of successes, and with a selected company of twenty-six, Miss Waldorf is returning to fulfill engagements in San Francisco and New York. In her native land the talented young American actress has quite established a reputation. On this occasion a number of new and popular plays will be presented, including A Royal Divorce, Sweet. Nell of Old Drury, The Lady of Ostend, Magda, Zaza; Sherlock Holmes as well as a number of classical and, standard pieces. The box plan for the initial production, A. Royal Divorce, will open at the Robinson Pinno Coy, on Monday, Nov. 10th. Arrangements are being made with the Kowloon-Ferry Coy, and the Peak Tramway Coy. for the conveyance of Passengers after the performance. The pricesof idmission will be as usual.

A SKyfor ASAHI JAPANESE BEER Z. X. G. Girault,

CURRESPONDENCE

I'Ve do not necessarily endorse the opinions expressed by Correspondents in this column.]

To THE EDITOR OF THE "HONGKONG TRINGRAPH." StR, I shall be obliged if you will let me know whether the Sanitary Board has discontinued the supply of disinfectants for use in public latrines and other inalodorous places i To judge by the pestilential stenches now so generally met with one would imagine either that the S.B. is "bust" or the manufacture of disinfectants has become so unprofitable that fictories have "shut down" to await more pestilences and fresh epidemics in all parts f the Orient.

Yours etc.

PRECAUTION. Langkang, 28 'i October, 1902.

RESPONSIBILITY OF PILOTS.

IMPORTANT RULIN' AT HOME.

To the Editor of the "Hongrond Treegraph." DEOR SIR, -I have priused with much interest the official correspondence recently published in your paper regarding the refusal of the Government to adopt a dec- rt system of licensing pilots. It is said that the Harbour Master has no means of testing the pilots abilities, &c., &c.

It seems to me that the curt refusal to accede to the wishes of the shipping firms might very justly he met with a demand for further explanations on the grounds that the reply of the authorities is so obviously unsatisfactor; as to render it almost insulting, although no offence (beyond a slight snubbing) hisy have been

It is astounding and discretitable to find in this (the. "third seaport of the Empire") colony disinclination to accede to such a reasonable request as was so carefully, logically and justly put forward, and it is to be fervently trusted that the matter will not be laid to rest with the Colonial Secretary's brief despatch as an epitaph and fitting conclusion to this! insignificant episode."

In view of the fact that there has recently been an important ruling bearing on the responsibilities of licensed pilots, whereby "Masters are not to be held responsible for bad navigation in pilot ge waters by a licensed pilot, even where pilotage is not compulsory," it does seem very strange that such an important matter as pilotage should be treated by the authorities as a matter of no importance! It is obvious that until the local Government sees fit to do what is considered necessary by these best qualified to judge, that, a Pilot is not a Pilot when he is in Hongkong waters, or bringing a vessel into the waters of this Colony. "Tis funny, but 'tis true."

The case to which I have referred is recorded

in the Mercintile Marine Reporter (Liverpool) and may be summarised as follows: The commander of the Allan Line steamer Grecian had his certificate suspended by the Hal fax Marine Court, although at the time of the mishap the vessel was in charge of a licensed pilot. The hapless skipper was a member of the Scottish Shipmasters' Association (affiliated with, its big sister society of Liverpool) and to that Society he duly referred the matter, The West Indies Commission is pressing with the result that the Society's solicitors court and scored a complete victory. The decision of the Halitax court was rescinded and the Captain's certificate returned to him. The Reporter goes on to remark as follows: "This appeal has a most important and forreaching effect, and, in keeping with a number of other appeals carried to the Admiralty Court by the Mercantile Marine Service Association (Liverpool) and kindred bodies in defence of their members' reputations, marks a new departure. * * * The judgment settles once for all—(1) that a Marter is no responsible for bid navigation by a licensed pilot in compulso y pilotage waters, and (2) that a Master is not responsible for ball navigation by a licensed pilot in pilotage waters, even where the pilotage is not compulsory. Shipmasters will hall these gains with the keenest pleasure, but they should also remember how they have been got, and see that the old established bodies who have, at great expense, coupled with the unerring judgment of their Executive, wrung for all time, such sterling concessions for occupants of the quarter deck, receive adequate s poort and championship from members of the c'oth."

Yours faithfully,

NAUTICUS. Hongkong, 28th October, 1902.

ROYAL HONGKONG YACHT CLUB.

SATURDAY, NOV., MBER 1ST.

Opening Cruise: Yachts to assemble off the Naval Extension Works. Commodore in Done will start for Stoneculters at 2.15 p.m. other yachts should follow in single line.

Lad es' Race: Start 3.30 p.m. Starting-line between mainmast of Dorothy and the bow of the Hygeiv. Course. Trocas Rocks Buoy (starboard) H.M.S. Tumar's launch off Yaumati (starboard). Handicap: Dione, Vernon and Alunnah allow, Bonito, Kathleen, Colleen, Erica and Mir, & min ; Tris, 1 min ; Doreeu, Maid Marian and Chanticleer 11 mins; Parne 2 mins.

SUNDAY, NOVEMBER 3ND. First Club Race :- Course Channel Rocks (port) Kowloon Rock (port) Meyer's East Buoy (port) Channel Rocks (port) Kowloon Rock (poit) Meyer's East Buoy (starboard), Distance Li miles, Statts Ist class 1.30 p.m. One Design class 1,40 p.m. and class 1.50 p.m. Time limit.

Second class flandicap :- Iris allows Muld Marian 5. Duces 10 Glorian na Chinticleer 15, Meleor 20, and l'ayne 45 seconds per mile.

men existed."

THE BURNING OF THE "YOSHINO-MARU."

CAPTAIN ABSOLVED FROM BLAME.

A Naval Court sat at II.B.M.'s Consulate, Nagasaki, a few days since to enquire into the circumstances attending the fire on abandonment of the British steamer Yoshino-muru, of Hongkong, (Official No. 86,119), and into the conduct of the master, certificated first mate and crew of the vessel. The Court was composed of Mr. E. H. Holmes, H. B. M.'s Acting Consul (President), and Mr. H. V. Henson. British Merchant, and Captain J. S. Stevenson, R.N.R., s.s. Glenariney (Members). Mr. 1 Robertson acted as clerk of the Court.

OTTAM & CO., FOR TRESS'S STRAW Land FELT HATS.

DANGER IN DISHANDMENT.

Evidences have long accumulated at Wei haiwei that the disbandment of the Chinese Regiment will furnish signal for the execution of various private revenges, says the Shanghai Times. In the native view, men who joined the regiment not only lost caste in engaging for service in a foreign army but they made themselves specially contemptible in action against their own people in the north in 1930. The praise awarded them by outsiders for excellent discipline and soldierly bearing has had no appreciable effect upon Shantung sentiment toward them except possibly to intensify animosities.

To the testimony heretofore furnished upon this point is now to be added that of Captain 1. A. Barnes, who served with the regimen from its organization. He says that although each man on leaving receives a gratuity of 9t days' pay, or, if he had less time than that to serve, the amount that would be due to him at the expiring of his service, as well as his clothing credit, and any other money due to him, disbandment is, to the local men, an undoubted

He proceeds to say that it is a noteworthy

thing that although the regiment has brought untold wealth into the districts, its members have never been popular with the local farmers, and it is no uncommon thing for men to be greeted in the villages with epithets referring to their association with us. When the local men, therefore, are no longer in British ranks, it is easy to see that their lives may not always be happy ones. Moreover, there is no doubt at all that the vas majority of the men will conceal as completely as they can the fact that they have ever served in the "Hua Yung Ying" This is proved in many ways, but in none more strikingly than by the fact that all efforts to persuade them to accept. photographs of themselves, in groups wearing our uniform, are utterly in vain. It is not a pleasant thought.

-When, on Jan 29-last, orders were received him excellent order and were started at to stop recruiting, the regiment was 1,323 strong. Of these, 701 were from the Shantung Province, outside British territory. These Shantung men Captain Barnes describes as the fin st soldiers in every way. He says, indeed: "I am fully convinced that, outside some parts of Northern India, we can never have better native troops, judged from any standpoint. These men, moreover, are now at their very best. As far as actual hard work is concerned, I would match them against any other Orientals, for it is a well-known thing that the hill tribes of India do not stand the summer heat of the plains well. That the Chinese can work, and work hard, the campaign in North China in 1910 has proved conclusively. As regards their smartness under arms and on paradescenerally, I do not need to say much, for so many have noted it. I must, however, mention that when our Coronation party was at Hongkong General Gascoigne was so struck with their appearance that he ordered a parade of the whole garrison in order that everyone might see them, and he said that they were the finest native troops he had ever seen; that if he had not seen them himself he would never have believed that such

Regarding the policy of disbandment, Captain Barnes remarks: "It has been contended that the retention of an armed force at Weibnizei is not necessary, but I venture to say that a perusal of the records, official and unofficial, of the local disturbances in the spring of 1900 will prove the danger of this idea. The importance of these disturbances is often much minimized, and they are regarded as of a mild type by some who were nowhere near Weiha wei at this time. They may seem now to have been mild, but there is no doubt that the most intense feelings were aroused at the time, and I have no besitation in saying that, but for the presence of the Chinese Regiment and its staunchness to us, they would have been of the mist serious nature. It is urged that the place is now so quiet that, a garrison of any kind is reedless. Is this a coming out of the galley funnel. The logical deduction? I say not. The fact that our men are here, and that their power to move rapidly and to strike at a distance has been proved already, s the reason for this quiet. It would be a dangerous thing for the territory to be left without a mobile force, just because. the people seem quiet. I et the lesson of 1900 never be forgotten, nor how quick the local people were to take advantage of the diminution of Major Penrose's escort to attack, him and his party on May 5 in that year-just, too, when they all seemed so quiet." Might not the same thing happen again on a larger scale on any marked diminution of the local garrison?"

NAVAL COURT AT NAGASAKI.

From the evidence, as reported in the Nagasaki Press, we take the following :-

Alfred Cyrus Broadbridge, Master of the British Steamship Yoshino maru of Hongkong, official number 86,119 being called, sworn, and examined, deposed as follows: - I am Master of the Yoshino-naru, holding Master's Certifi-

TOTTAM & COFFORSUMMER

cate of Competency issued at Liverpool in I coupling the hose and jettisoning the deck think, 1897, I am unable to produce it, as, it cargo. Looking ait, he found the cargo on the was not saved from the shi ... I have forgotten lafter deck to be also ablaze, and at once put the number. I have been at sea for the last the ship broadside on to the wind and sea, 17 or 18 years. I have been master in com- | heading south, and gave (orders to stop the mand of the Yoshino-maru since March 7th, | engines, which was done. The fire making Pr or to that I was Chief Officer on the rapid hendway, the hose being burnt, and the same vessel. The Yoshino-maru was an iron | chief officer, and part of the crew on the steamship of 1,298 tons register and 2,018 forecastle head being cut off from the bridge, gross, built at Newcastle by Campbell, Mac- and there being under the circumstances no Intosh and Bowstead. She was well found in hope of coping with the fire, the master every respect. Her full speed was eight to determined to devote his energies to saving eight and a half knots. She carried a crew of I the crew and for that purpose ordered out the 45 all told, including the master. She had no boats, of which only two were available, the pilet on board. The weight of cargo was about lefter boats having been burnt. At 1.30 p.m. 1,000 to 1,200 tons deadweight, and consisted two boats were lowered, and the greater of cotton, cotton seed, rape seed, antimony and part of the crew left the ship in them, sheet lead. She had a full deck load of raw standing by. The first mate and two cotton on after and forward decks, stowed in members of the crew had by this time the ordinary way, placing the bales side by | been driven over the bows, and were hanging side, and about four tiers high. It was not to the anchor chains, the second mate in one covered in any way. The ship was not over- of the boats. The master, second and third to laden; her draught leaving Shanghai was 13 kengineers had meantime retreated to the lower feet forward and 15 feet aft. She w s not bridge, the only portion of the midships section loaded down to her marks. The voyage was of the vessel which was not on fire. At 1.40 from Shanghai to Kobe. The vessel left | p.m. a lifeboat from the United States Army Shanghai on the 7th O. tober at 3.30 p.m. | Transport Crook approached the weather side 8 A.M. to 9 A.M. Nothing unusual occurred on the passage up of the Poshine-mara and took off the first to the time of the fire. The fire was first officer and two members of the crew fr. m the ob erved between 1.15 p.m. and 1.20 p.m. on bows. Finding it impossible, owing to the the 10th October and was discovered by the h at, to approach the vessel amidsdips, they lay Chief Officer. The second officer was on watch. about two boat lengths off. The master and two I had gone on to the bridge about 1-p.m. and engineers, jumping into the water, were picked after sighting Satano-Misaki Lighthouse had up by this boat. There was a heav, sea running altered the vessel's course from due East, at the time, and the rescue was attended with considerable danger. The Chief Officer which she had been strering, to. N.E. by E. 7 E b. compass. I took an observation and found in charge of the lifeboat of the Crook was ga.M. that the lighthouse was bearing North distant severely injured in getting the men out of two miles and one tenth. After taking the water. No altempt was made to stand by the observation. I went down to the chart room ship, which was then abandoned by the master to verify it, and had not been there more and crew, who were taken on board the transthan a few minutes when I heard a commotion port, which immediately proceeded to Nagaon deck, and rushed up. The speed of the saki. Ship's papers were in the master's room below, and in addition to his private papers. Public Works Department. ship at the time was about seven knots in the water, and she was being driven by a current and effects and the effects of officers and of a little over one knot. Almost all the men crew, were abundaned. From the evidence it were on deck at the time of the outbreak appears that the ship's galley was situated on except the engineer's staff. Smoking on deck the port sile forward, and that a gangway led was strictly prohibited, and one of the crew from the forecastle to the deck hands' latrines was struck on one occasion for lighting a on the starboard side, between the forecastle match. I am almost certain that the cause of head and the deck cargo. According to the

the fire was not spontaneous combustion.

can account in no way for the fire. The crew

were perfectly trustworthy, as far as Asiatics

can be trusted, though of course a strict watch

was kept over them. Every possible precau-

tion was taken to prevent smoking on deck.

Immediately on discovering the fire I rushed

on the bridge and gave orders to the chief

officer to bring the hose along, and he

acted as he was ordered. The pumps were

once by the chief engineer. There was one

donkey pump to work the hose. The crew

obeyed orders. In less than two minutes after

coming on deck, looking aft, I saw that the

deck cargo was a'so on fire. I at once ordered

the cargo on deck to be thrown overboard, and

as much as possible was thrown over the side.

In a few minutes the hose was burned through,

and was of no further use. The fire spread

very rapidly, and by this time the ship was ablaze

fore and aft. It was not more than a few

minutes before she was in flames from stem to

stern. The fire broke out almost simultaneous-

ly fore as d aft. The only way in which I can

account for this is that the loose cotton being

blown by the wind over the side, lodged in the

cotton on the after deck and set it on fire. There

was no time to use the hose on the cargo, and the

donkey was used to flood the deck. As far as

I could see fire did not extend to the cargo be-

low decks, but in my opinion it must have

done so eventually. The tarpaulins over the

hatches were ordinary tarred ones, and the

hatches must soon have burned through.

There were about 600 bales of cotton on deck,

of which about 20 were thrown overboard. As

to wind and sea; this would have been about

five minutes after the fire first broke out. The

chief officer and those under his charge be-

haved splendidly, as also did the chief

engineer and his crew, who retained their pre-

sence of mind. When the hose was burnt and

useless, I shouted to the chief engineer, "For

God's sake, McInnes lower the lee lifebont

into the water, and get away from the ship,'

and this order was obeyed. Absolutely no-

thing could have been done to save the ship.

The ship's papers were not saved. They were

was impossible to get them. I know nothing

about insurance on ship or cargo, but have

By Mr. Henson: It is not impossible that

the cotton may have been blown down the

alleyways to the after part of the ship, but I

think we must have seen it. There was no

cotton either in the alleyways or on the bridge

deck. I did not notice any sparks flying aft.

Immediately on the order to throw the cotton

overboard the ship was brought up to the wind

When the fire broke out the wind was a little

on the starboard bow practically shead. I did

not notice any sparks coming out of the funnel.

There was a galley chimney on the port side,

about half way between the bridge and fore-

castle. There was a fire in the galley

for cooking. I have never seen sparks

galley was not entirely surrounded by cotton,

and there was a space of about 12 fe t clear

all round, to avoid the dirt from the galley

d maging the cotton. No precautions were

taken to prevent sparks falling from the engine

room funnel. The fire broke out almost

amidships. I have absolutely no theory as to

Charles Taylor, first mate, James McInnes,

chief engineer, and Kasuke Ikunaga, second

mate, a so gave evidence after which the finding

Finding and order (fa Naval: Court held at

Nagasaki on the seventeenth day of October,

1902, to investigate the circumstances attending

the fire on and abandonment of the British

steam:hip-: Yoshino-maru, of Hongkong,

Shanghai to Kobe on or about the tenth day of

October, 19-2, and the cause of such fire and

no enquire into the conduct of the master, cer-

tificated first mate, and crew of the said vessel.

The Ymhino-maru was an iron single screw

steam vessel, schooner rigged, of 1,291 tons

register, Official Number 86,119, built in 1882,

belonging to the port of Hongkong. It

appears from the evidence given before

this Court that she sailed from Shanghai

on the 7th October, 1902, bound for Kobe

with a general cargo consisting of cotton, cotton

seed, antimony, sheet le d, under decks, and

about 600 bales of raw cotton, loosely packed,

and unprotected, on deck, and a crew of forty-

seven hands all told and carrying no passengers.

The voyage proceeded uneventfully and in fine

weather until reaching Satano-Misaki, Van

Diemen's Strait, at about 1.15 p.m. on the 10th

instant, at which time the course was altered

by the master from due E. to N. E. by E. E.

magnetic, the Reather at the time being fine

with fresh breeze and, choppy, head sea. The

master, having steadied the vessel on her new

course, lest the bridge in charge of the second

officer and retired to the chart room to verily

his position, and almost immediately, hearing a

commotion and cries on deck, hurried on the

Tridge, to find the deck cargo on the star-

board side about the foremast on fire, and the

first mate and part of the crew engaged in

fficial Number 86,119, when on a voyage from

of the Court was announced as follows :-

the origin of the fire.

below in my room, in the top drawer, and

reason to believe the vessel was insured.

soon as I could I brought the ship broadside

noticed in the cotton stowed on the starboard s de immediately abaft the latrines. The Court having regard to the circumstances above stated finds as follows:-- Although the evidence is to the effect that smoking had been strictly prohibited on deck, and that the galley fire had been extinguished an hour before the outbreak took place, in the SPECIALLY SELECTED COMPANY of opinion of this Court the only hypothesis to -recount-for-the-outbreak-of-the-fire-is-either that it was occasioned by a spark from the galley channey or by smoking on the part of some person or persons unknown. There appears to be no reason to suspect that the fire was of an incendiary nature and the theory of spontaneous combustion seems likewise unten-

evidence of the second officer, the fire was first

That on the outbreak of the fire the master and officers showed judgment and resource, everything possible being done for the safety of the crew, and that the abandonment was nevitable.

That the master did not exercise sufficient foresight in not providing some covering for deck cargo of such an inflammable nature as cose cotton.

That the master navigated his vessel in a seamanlike and proper manner. That proper discipline was maintained on

oar t the ship The Court considers that the conduct of the master, first mate, and the three engineers is

pecially worthy of commendation. That up in the evidence given the vessel

that no coverings were provided for the deck. Chains against the above Estate. The Court desires particularly to direct the their Claims to the Undersigned before the attention of the Board of Trade to the fact said Date, that unpressed cotton packed in thin wrappers :

should not be carried as deck cargo unless covered by awnings or tarpaulins. The Certificate of the master and first mate,

which were not saved from the vessel, are not dealt with. AMOUNT OF THE INSURANCE.

The Nagasaki Press is informed that the cargo of the unfortunate Yoshino-murn, burnt at sea, was insured for Yen 97,500, with one Shanghai and three Japanese companies. The Japanese companies were concerned to the extent of Yon 52,550, and the changhai company Yen 44,950.

OPIUM QUOTATIONS.

Hongkong, 29th October.

To day's quotations are as follows:-LAST YEAR @ \$960/4,000 OLDNo STOCK

To dan's Advertisements. Printer.

IT. is hereby notified that, in the absence of further Rainfall, on and after SATUR. DAY, the FIRST NOVEMBER, the SUPPLY OF WATER will be turned on in the Public mains during the following hours only:-

In the City of Victoria below Caine Road from 6 A.M. to 10 A.M.

In Seymour Road, South side of Robinson Road, South side of Lower Richmond Road and South side of Macdonnell Road from 6 A.M. to 8 A.M.

In Queen's Gardens from 6 A.M. to 7 A.M. In Peak Road above Queen's Gardens from 7 A.M. to 8 A.M. In Peak Road below Queen's Gardens from

In the Hill District From Victoria Peak to Victoria Gap from

6 A.M. 10 6.45 A.M. From Victoria Gap to District bounded by Plantation Road from 6.45 A.M. to 7.30 A.M. In Mount Gough District from 7.33 A.M. to

In Mount Kellett District from 8.15 A.M. to

In Barker Road from 6 A M. to 7.30 A.M.

In Magazine Gap District from 7.30 A.M. to

W. CHATHAM, Water Authority.

Hongkong, 29th October, 1902. [T138d

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Return visit to the Orient of the talented young AMER CAN ACTRESS- and he TWENTY-SIX ARTISTS.

THEATRE POYAL.

MONDAY, NOVEMBER 17TH.

"A ROYAL DIVORCE," " A ROYAL DIVORCE."

"A ROYAL DIVORCE."

Full announcements to follow. ARTHUR SEYMOUR. Representative.

Hongkong, 29th October, 1902.

IN THE SUPREME COURT OF HONGKONG.

> IN THE MATTER OF THE ESTATE OF WILLIAM GEORGE, LATE OF VICTORIA, HONGKONG, MA-RINE ENGINEER, Deceased.

NIOTICE is hereby given that the Court appears to have been well found, sufficiently IN has, by virtue of Section 38 of Ordinance manned, and seaworthy, at the time of her No. 3 of 1897, made an Order limiting to the departure from Shanghai, with the exception aist day of JANUARY, 1903, for sending in All Creditors are hereby required to send

Dated this 20th day of October, 1902, J. W. NORTON-KYSHE,

Official Administrator. NIORTHERN PACIFIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES. STEAMSHIP "DUKE OF FIFE,"

FROM TACOMA, VICTORIA, YOKO-HAMA, KORE, MOJI AND SHANGHAL. The above Steamer having arrived, Consignees:

of Cargo are hereby requested to send in their

Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees risk and expense. No Insurance will be effected by us in any

case whatever. DODWELL & CO., LIMITED.

Hongkong, 29th October, 1902;

THE POPULAR

SCOTCH



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS.

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STEAM SHIP CO., LIMITED. OUTWARDS.

GLASGOW and LIVERPOOL "TA ITALUS" 8th November, 1902.r3th 3rd December, ,;

HOWEWARDS.

FOR LONDON. 'MENELAUS' AGANEMNON" 25th 'n 'TANTALUS'' 9th Dec., ,, FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES). 20th Nov., 1902. "DEUCALION" ALCINOUS" management of the contract of For Freight, apply to

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TO SAIL. SHANGHA1 30th October.

TIENTSIN and NEWCHWANG "KWEIYANG" ...;10th November, P.M.

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..... " MOYUNE " 27th November.

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. Hangkong, 18th October, 1902.

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Sailing Dates. Destinations. FOR TAMSUI*..... "DAIG! MARU"T W. Groves..Sunday, 2nd November. FOR FOOCHOW*... ANPING MARU " J. Goto WEDNESDAY, 5th November.

FOR TAMSUI*..... DAIJIN MARU "......T. OgataSunday, 9th November.

FOR ANPING*..... "MAIDZURU MARU"..T. Saito.......WEDNESDAY, 12th November.

* Vid SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at

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steamers from Shanghai. For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at Mo. 3' Dee' Aceny Kosa Centiar T. ARIMA, Manager.

Hongkong, 27th October, 1902.

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USUAL AUSTRALIAN PORTS OF CALL. AVERAGE LENGTH OF VOYAGE

TO SYDNEY 20 DAYS. Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS. TSINANleaves on 15th Nov. "CHANGSHA" 8th Dec.

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Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Syrgeons carried.

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EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.) THE Steamship

"AUSTRALIAN," Captain P. T. Helms, will-be despatched for

the above Ports, on THURSDAY, the 20th (Taking Cargo at through rates to the November, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provitions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the

Electric-light. A Stewardess and a duly qualified Surgeon ure carried. N.B.—To assure the additional comfort of

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Agents. Hongkong, 24th October, 1902.

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PROPOSED SAILINGS FROM HONGKONG. "LOTHIAN ".....About 29th Oct.

"CROYDON"......, ,,
For Freight and further Information, apply

DODWELL & Co., LIMITED, Honokono, 18th October 1902 [339d



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HONGKONG AND MANILA. 'HE Company's well-known Steamship

"ROSETTA MARU," 3,876 Tons. Captain Tate, will be despatched hence for

MANILA, TO-MORROW, the 30th instant, at Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed

Electric light. Doctor and Stewardess carried. For Freight or Passage, apply to.
THE MITSUI BUSSAN KAISHA.

Prince's Buildings, Ice House Street. Hongkong, 25th October, 1902.

THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

, FOR MANILA

THE Company's Steamship

<u>--"</u>ZAFIRO," Captain A. Fraser, will be despatched as above TO-MORROW, the 30th instant, at 4 P.M. Highest Class Passenger Steamers, High Powered, Newest and most up to date on the run. All Accommodation Amidships. Electric Light and all other Modern Improvements.

A Surgeon is carried. For Freight or Passage apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 25th October, 1902. IMPERIAL GERMAN MAIL LINE

STEAM FOR SHANGHAI, NAGASAKI, HIOGO

AND YOKOHAMA. THE Imperial German Mail Steamship

"GERA." · of the NORDDEUTSCHER LLOYD, Captain C. Dewers, due here with the outward German Mail about THURSDAY, the 30th instant, P.M., will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 27th October, 1902. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS. FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA. THE Company's Steamship

"SYDNEY," Captain Nêgre, will be despatched for the above Ports on or about SUNDAY, the 2nd

November. For Freight or Passage, apply to G. DE CHAMPEAUX,

Hongkong, 27th October, 1902.

THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"RUBI.". Captain R. W. Almond, will be despatched for the above Port on TUESDAY, the 4th Nov.,

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STEAM FOR BALTIMORE AND NEW YORK. THE French Steamer

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For Freight, apply to ARNHOLD, KARBERG & CO.,

Hongkong, 14th October, 1902.



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NORTH GERMAN FIRE INSURANCE COMPANY OF LAMBUAG.

HE-Undersigned AGENTS of the above Class FOREIGN, and CHINESE RISKS st proposal for the construction of a New Dock." CURRENT RATES.

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FOR SALE.

NE BROADWOOD PIANO. Apply at-

ROOM No. 146, Hongkong Hotel. Hongkong, 7th August, 1902.

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THE N.D.L. Steamship

" MARBURG." Captain Niedermeyer, having arrived from the above posts, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from

alongside. Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be

subject to rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 3 P.M. No Fire Insurance has been effected.

Sole Agents for Louis Audemars' Watches HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 23rd October, 1902.

NIORTHERN PACIFIC STEAMSHIP

COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP "CLAVERING," FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE AND MOJI. The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Inding for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents.

Hongkong., 23(d) October + 1002 NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship " MASSILIA,"

STR MTS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the

FROM BOMBAY, COLOMBO AND ..

Goods are landed. This vessel brings on Cargo:-From London, &c., ex S.S. Oceana. From Persian Gulf, ex B. I. S. N. and B. & P.

S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY. Goods not cleared by the 31st instant at 4

P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an ap-

pointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns. E. A. HEWETT, Superintendent.

Hongkong, 24th October, 1992

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "CROYDON," FROM NEW YORK, STRAITS AND

MANILA. ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowleon Wharf- and Godown Company, at Kowloon, whence and/or from the wharves

delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th prox., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox., at 3 P.M. No Fire Insurance has been effected.

Agents. Hongkong, 25th October, 1901. OCCIDENTAL AND ORIENTAL STEAM.

DODWELL & Co., LIMITED,

Bills of Lading will be countersigned by

SHIP COMPANY. NOTICE.

CONSIGNEES of CARGO per Steamship The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their

Bills of Lading for countersignature, and to take immediate delivery of their Goods from Cargo impeding the discharge of the Vessel will be landed and stored at Consignees, risk and expense.

J. S. VAN BUREN,

Agent

An inspection is respectfully solicited. Good quality and good workmanship

Prices lower than other shops in the same line of business. LOONG.

Intimations.

NOW READY

THE PAMPHLET ENTITLED:

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CHANTS, NAVAL CONTRACTORS

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AGENTS,

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Hongkong, 1st May, 1902.

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Hongkong, 14th May, 1806.

SOAP MANUFACTURERS.

Hongkong, 1st October, 1902.

PRESENT AND FUTURE PROS-

HONGKONG TELEGRAPH

OFFICE.

I, ICE HOUSE ROAD.

I and 3, Lyndhurst Terrace. NIEW Kid Gloves, Fancy Dress Goods, N Capes and Jackets, Flannels and Serges Wool Shawls.

Hongkong, 14th October, 1002.

WORTH A GUINEA A BOX

BILIOUS AND NERVOUS DISORDERS SUCHLAS SICK HEADACHE, CONSTIPATION WEAK STOMACH.

IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS ANNUAL SALE SIX MILLION BOXES ... so Cents per Box.

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THERAPION NO. I in a respective time, often a few days only, removes all discharges from the uninary organs, effectually supersoding injections, the use of which does irreparable harm by laying the foundation of stricture and other, serious diseases. In dysentery, pilos, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerloss.

THERAPION NO. 2 for important of the blood, accury, pinnels, spots, blotches, pains and swalings of the joints, secondary symptoms, gout, rhemmatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers tooth and truin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every polyanous matter from the body.

THERAPION NO. 8 for the RAPION NO. 8 narvous exhaustion, impaired witality, eleptesness, and all the distreasing consequences of early error, except, residence in bot, unhealthy climates acc. It possesses surprising power in restoring afrength and vigor to the debilitated.

THERAPION is also being a factorial desired to order allows from Mark which is a factorial and observe allows from Mark which is a factorial order and observe allows from Mark which is a factorial of the found. This arrive as it is pocars on the british florycoment Stapp (in a bite letters on a red ground) affixed to every package by order of illustialists which is a forground. Stapp (in a bite letters on a red ground) affixed to every package by order of illustialists which is a forground. Stapp (in a bite letters on a red ground) affixed to every package by order of illustialists.

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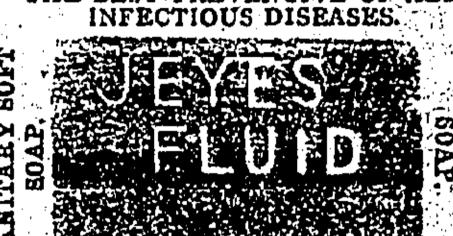
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A.M. INST. C.E. Manager.

Hongkong, 14th October, 1902. NOTICE.

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GROUPS AND VIEWS a speciality. Hongkong, 22nd-September, tRck.



White Violets, e rust each bottle of PARIS Rigand's Extract

CLARKE'S B 41 PILLS are warranted to Cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World Proprietors The Lincoln and Midland Counties Drug Company, Lincoln,

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ON YOKOHAMA, T.T...... 238 % prem. Gold Leaf too touch, per tacl 61.90

Bar Silver23%

GLENFALLOCIL British steamer, 1, 134, R. S. Bainbridge, 28th Oct ,-- Singapore 21st Oct., General .- Chinese. TAISHUN, Chinese steamer, 1,216, W. Jameison,

28 h Oct.,-Shanghai 25th Oct., General:-C. M. S. N. Co KONG BENG, German steamer, 862, L. Ziegenbein, 28th Oct.,-Bangkok 20th Oct., Rice.

-Hutterfield & Swire. EMPRESS OF INDIA, British steamer, 3.003, O. P. Marshall, R.N.R., 29th Oct ,-Vancouver 6th Oct., and Shanghai 26th,

Mails and General, -- C. P. R. Co. DUKE OF FIFE, British steamer, 2,416, J. S. Cox, 20th Oct., - Tacoma 29th Oct., General.-Dodwell & Co., Ld. YAWATA MARU, Japanese steamer, 2,366, A. E.

. Moses, 29th Oct,-Nagasiki 25th Oct., General.-Nippon Yusen Kaisha. CHETTENHAM, Bruish steamer, 2,4:5, . H Binpuy, 28th Oct .- Moji 22 id Oct., Coal. -Bradley & Co.

LA HORTE, British steamer, 1,592, T. Turne 28th Oct,-Moji 2 nd Oct, Coal.-H. Kusahabe & Co. PSIN CHI, British steamer, 1,385, Kolpher, 29th

Oct.,-Canton 28th Oct., General -C. M S. N. Co. WOOSUNG, British steamer, 1,109, M. Dowson, 29th Oct.,--Canton 28th Oct., General --

Butterfield & Swi c. DERAMORE, Norwegian steamer, 1,496 Carl Borge, 20th Oct.,-Moji 22nd Oct., Coals. Bradley & Co.

BANGKOK, German s'eamer, 1,223, F. Busche 29 h Oct , - Moji 23 d Oct , Coal .- Order. THYMIS, Norwegian steamer, 1,229, T Thomson, 29th Oct.,-Manila 25th Oct., Ballast.—Carl witz & Co.

Departures.

Oct. 28, Algerine, British cruiser, for North.

Oct. 28. Albion. British battleship, for North. Oct 28, Esp bele, British gunboat, for North. Oct. 29, Hamburg, German st ., for Europe. Oct. 29. Chorotai, German str, for Bangkok. Oct. 29, Olympia, American str., for Tacoma. Oct. 29, Michael Jebsen, Ger. str, for Haiphong. Oct. 29, Ichane, British str., for Shanghai. Oct. 29, Benvenue, British str., for Yokohama., Oct. 29, Shazement, American str., for Manila. Oct. 29, Trishun, Chinese str, for Canton. Oct. 29, Lightning, British str., for Calcutta. Oct. 29, Glenfa'loch, British str., for Amoy. Oct. 29, Hue, French str., for Kwong-chow-wan.

Passengera-Arrived. Per Glenfalloch, from Singapore-578 Chi-

Per Duke of Fife, from Tacoma-Mesdames

Pyne, Evans, and 16 Chinese. Per Yawata Maru, from Japan for Hongkong-Mrs. Geo. A. F. Odlin and child, Mr. and Mrs. S. Hodsumi, Mr. and Mrs. Freer, Capt. H. J. Price, M.s. K. Miura, Messrs. D. Matsui, T. Nagata, M. Sagawa, Mrs. M. Morita, Mrs. M. Fakuda, and Mrs. M. Okumura. For Brisbanc-Mr. John T. Arundel. For Sydney-Messrs, D. A. Solomon, James Morton. For Melbourne-Miss 1. Menzies, Messis, W. H. Browne and S. Nakazumi, and 41 Chinese.

Per Empress of India, from Vancouver-Rev. and Mrs. Fraser, Rev. and Mrs. Mackay, Mrs. L. L. Davis, Mr. A. B. Hawes, Mr. and Mrs. Jameson, Mr. and Mrs. II. M. Jones, Mrs. Macuamara, Messrs. E. S. Crawe, E. D. Bell, Mr. and Mrs. Northeralt, and Fev. Halkin: Kroin Yokohama-Mrs. Cairnes and son, Capt. and Mrs. Martin and child, and Major Pomkinson From Kobe-Messrs. T. J. Brunie, Montagier Hill, Sub-Lieut, S. D. Blair, R N., Mrs. Okiku Hayasaki, Miss K. West, Messrs W. E. Dennet, J. H. Brooks and C. G. Danby. From Shangha - Mrs. Johnson and child, Mrs. J. M. Beck and 2 children, Mr. and Mrs. F. W. Sutterle, Mr. A. S. Saele, Hon, Y. B. Ponsonby, .. Messrs, Mess, R. Hancock, D. Bandry, C. Schrader. MacWillie J. A. Rothschild, and 681. Chinese.

Departed.

Per Hamburg, from Hongkong for Singapore -Dr. Solff, Lieut. K. G. Reisner, Mr. and Mrs. M. Kochen, Mr. and Mrs Low Long Teng, Mrs. A. Kam, and Mrs. C. M. Elliott. For Penarg-Prof. L.E. Hicks Miss A. M. Lemonf and 2 Chir esc For Colombo-Mr P. Ritchie. For Port Said-Mr., Mrs. and Miss Dutton, For Genoa-Messrs. Donnenberg and Pichl. For London-Messrs, J. P. Cottam, C. Nicholls, A. Macdonaell and IP. W. Raphael. For Bremen-Mr. Meiner.

SHIPPING BEPOR'S

Capt, Bainbridge, of the str. Gl nfulloch from Singapore, reports :- Strong NE. winds and moderate sea.

Capt. Faineison, of the str. Taiskun from Shanghai, reports :- NE. winds, light breeze | REIN, Norwegian steamer, 725, Hans Olsen, and moderate sea.

Capt. Ziegenbein, of the str. Kongbeng from Bangkok, reports :- Clear weather, strong NE monsoon with high NNE, swell.

SHIPS PASSED THE CANAL.

Ortward-26th September-Benmohr. 30th Sep'ember-Accomac, Menelaus, Aragonia. ard October-Adria, Lennox, Yangisze. 7th October-Shaughai, Prinsesse Marie, Gera, Sydney, Moguli 10th October - Tantalus, Sado Maru, 17th October Malacca, Alcinous, Indramino. 21st October-Rentomond, Monmout schire, Heathburn, Pakling, Strassburg, Klau'schow.

Homewart-3rd October-Stentor, Alesia: 7th October Scheen, -17th October Dardanus, Glenturret. 21st October-Hakuta-Maru, Ceylon.

Arriva's at Home-3rd October-Ambria. 7th October Tydeus, Telemachus, Spithend. zoth October-Konig Albert, Pisa, Canton. 14th October Benvoirlich, Sanuki Maru, Tonkin, 17th October Bencleuch, Prinkess. France 2181 October - Atholl, Ca Fardlasiss. Antenor, Bengloe, Laos, China, 22nd October

₩Banca,

Past Office.

A Mail will close:-

For Swatow, Amoy and Anping-Per Maid silvu Maru, to-morrow, the 30th instant, at

For Canton-Per Hankow, to-morrow, the 30th instant, at 7:30 & March 199 For Macan-l'er Heungshan, to-morrow, the 30th instant: at 1 15 P.M. For Manila-Per Rosetta Maru, to-morrow,

the 30th instant, at 2 P.M. For Manila-Per Zafiro, to morrow, the 30th. instant, at 3 P.M. For Shang ni - Per Hsinchi, to-morrow, the For Shanghai - Per Lednemoon, to-morrow. the 30th instant, at 3 P.M.

For Shanghai - Her Hanyang, to-me row, the 40th instant, at 4 P.M. For Canton -- Per Poswan, to-morrow, the 30th instant, at 5 P.M. For Singapore, Sourabaya and Samarang-Per Chelydra, on Saturday, the 1st Nov., at

For Thursday Island, Townsville, lirisbane, Sydney and Melbourne-Per Vazusta Masu, Allen, C. H. on Saturday, the 1st Nov., at 11 A.M. For Europe, &c., India, via Tuticorin-Per Arundel, J. T. Ernest Simons, on Monday, the 3rd Nov., at

For Shanghai, Nagasaki, Kobe, Yokohama, Honoluly and San Francisco-Per Doric, on Tuesday, the 4th Nov., at 11 A.M. For Shanghai, Moji. Kobe, Yokohama, Binnie, T. I. Victoria, (B.C.) and Scattle, (U.S.A.)-Per | Black, J. Kaga Maru, on Teesday, the 4th Nov., at 3.P.M. Bo, gan, Mr. & Mrs. R. For Manila-Per Rubi, on Tuesday, the 4th | Rontinon, L. *

Nov., at 3 P M... For Europe, ve., India, via Tuticoria-Per-Chusan, on Saturday " 8th Nov., at tr A.M. For Tient in and Newchwang-Per Kwei- Brooks, J. H. vang, on Monday, the 10th Nov., at 4 P.M. For Singapore—Per Juga, on Friday, the Buffist, Mr. & Mrs. F. L.

14th November, at IT AM. For Shanghan Nagasaki, Kobe, Yokohame, Victoria, B.C. and Vancouver-Per Empress A. India, on Wednesday, the 19th November, For Shanghai, Nagasaki, Kobe, Yokobama,

Wednesday, the 3rd Dec., at 11 A.M. XMAS AND NEW YEAR PAR-CELS: (VIA GIBRALTAR).-Parcels for the United Kingdom, posted before 3 p.m., on Friday, the 7th November, are due in London about the 13th December, and those posted before 3 p.m., on Friday, the 2-st November, -are-due-in-London-about the 27th-December.-

The rates of postage are as follows:-For a parcel not exceeding 3 lbs. in weight to cts 7 lb≈. . ,, \$1.00 11 lbs. , \$1.50

With an additional 50 cents. Parcels may be sent VIA BRINDISI, and if posted before 3 p.m., on Friday the 21st November, are due in London about the 21st December, and those posted before 3 p.m., on Friday the 5th December, are due in London about the 4th January. All parcels containing Jewellery, or any article of Gold or Silver, must be Insured and all Insured Parcels must be sealed. The seals must bear the impression of a private mark. Senders of Parcels are requested to post them a few days in advance.

VESSELS IN PORT.

Steamers.

ANPING MARU, Japanese steamer, 1,053, 1. Goto, 18th Oct. - Foochow via Amoy and Swatow 17th Oct., General.—Mitsui Bussan Kaisha.

BORG, Norwegian steamer, 738, Mathisen, 27th Oct.,-Bangkok 18th Oct., Rice.-Chinese. CHELYDRA, British steamer, 2,467, R. Cox, 24th Oct.,—Cheribon (Java) 14th Oct., Sugar.— Jardine, Matheson & Co.

GLAVERING, British steamer, 2,515, D. Barton, 23rd Oct.,-Moji 18th Oct, Coal -Dodwell & Co., Ld. DORIC, British steamer, 2,9:6, Harry Smith R.N.R., 25th Oct.,-San Francisco 27th

Sept., Honolulu 4th Oct., Yokohama 17th, Kobe 18th, Nagasaki 20th, and Shanghai (Woosung) 23rd, Mails and General.-O. & O. S. S. Co. FRITHJOF, Norwegian steamer, 669 Haraldsen, 26th Oct.,—Hongay 24th Oct., General.—

A. R. Marty. HAILOONG, British steamer, 783, S. Gibson, 17th Oct.,—Foochow 15th 1 ct., Amoy 16th, and Swatow 17th, General.-Douglas, Lapraik & Co.

HERMANN MENZELL, German steamer, 1,035, H. H. Schutt, 23rd Oct.,-Wuhu 18th .Oct., Rice. - E. A. Trading Co., INGALLS, American transport, Penguiss, 12th Oct ,- Mani's 8 h Oct , Ballast .- Govt KAGA MARU, Jaranese steamer, 3,906, J. W.

Ekstrand, 27th (ct.,-Seattle 23rd Sept., Flour and General .-- Nippon Yusen Kaisha. ENA, Norwegian steamer, 979, H. Borge, 23rd Oct.;—Samarang 11th October, Sugar.—

Santer, Wieler & Co. LOOSOK, German steamer, 1,024, W. Möllermann, 25th Oct.,-Bangkok 19th Oct., Rice. -Butterfield & Swire:

MADELEINE RICKMERS, German steamer 1,020, C. Henricksen, 2nd Oct.,-Snigon 27th Sept., Vice.-Arnhold, Karberg & Co. MAIDZURU MARU, Japanese steamer, 667, T. Saitow, 25th Oc ,-Anping vi (Amoy and Swatow 2 ind Oct., General.-Mitsui Bussan Kaisha.

MARIE JERSEN, German steamer, 710, Bendixen, 17th Oct., Singapore 6th Oct., and Hoihow 15th, General.—Jebsen & Co. MAUSANG, British steamer, 1,614. W. D. Welsh, 23rd Oct. - Sandakan 17th Cct., Timber and cene al.-Jardine, Matheson | Bewley, R.A.M.C., Major leffries. H. U. & Co.

NANSHAN, British collier, 1,060, Prideaux, 20th | Bottenheim, Mr. and King R. H. 4 ct ,—Cavite 10th Oct. 25th Oct. - Bangkok 15th Oct., Rice. Chine; e.

ROSETTA MARU, Japanese steamer, 2,402, N. Tate, 27th Oct.,-Manila 25th Oct., General.-Mitsut Bussan Kaisha.

Scott, 22nd Oct., -Saigon 16th Oct., Rice. -Bradley & Co. SEIRSTAD, Norwegian steamer, 617, A. Larsen, Chmrie, A.F. 27th Oct.,-Bangkok 18th Oct., Rice.-

Chinese. SKARPSNO, Norwegian steamer, 1,130, E. Kristiansen, 20th Oct ,-Samarang (Java) Dyer, E. J. 6th Oct., Sugar. Sarder, Wieler & Co. SLEIPNER; Norwegian steamer, 86% D. Rödseth, 21st Oct, -Saigon 16th Oct., Rice

and Sugar. E. A. Trading Co. TAISHAN, British steamer, 1,221, L.D. Jenkins, 27th Oct., Bangkok 13th Oct., Rice. Bradley & Co.

TRITOS; German steamer, 1,033, II. Clausen, Finlayson, Miss M. 24th Oct. Saigon 18th Oct. Rice and Rice-meal.—Siemssen & Co. TSINAN, British steamer, 1,460, C. Lindbergh, 28th Oct.,-Sydney 2nd, Oct., and Manila 25th, General .- Butterfield & Swire

ZAFIRO, British steamer, 1,611, A. Fraser, 27th Oct ,-Manila 24th October, General -ZVIR, Austrian steamer, 2,103, Gr. Randie, Hebden: S. 23rd Oct. - Moji 17th Oct., Coal, -Bradley

Bailing Vessels. ALLAS, American ship, 1,352, M. Kay, 14th July,-New York 23rd Mar., Kerosine.-

GROSVENOR, British barque, 516, Boga, 14th June, - Mautitius 16th January, Sugar, --Abdoola & Co. uzon, American barque, 11339, Park, 19th August,-Newcastle 17th June, Coal.-

.vndnurst, British 4-masted barque, 1,865, Parnell, 7th Oct.,-New York 16th May, Kerosine. -Standard Oil Co. MANUEL LLAGUNO, American ship, 1,468, Nicholls, 31st July,-Standard Oil Co. . .

PALGRAVE, British 4-masted barque, 3,078, R. Coutts, 26th Octo-Kobe 1st Oct.; General. -Order. VALE OF DOON, British barque, 669, J. Petersen, 25th Oct.,-Rajang 24th Sept., Timber.

-Sander, Wieler & Co.

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SALAMANCA, British steamer, 883, Robert | Chapman, Mr. & Mrs. Marten, R. McDermott, A. P. B. Miller, Mr. & Mrs. J. F. Cockell, Edgar Mitchell, Robert Norris, R.N., Surgeon Crake, William A. Denny, D.A.A.G., Major and Mrs. H. L. and Mrs W. A. C. Crrell, W. Otto, W. Edwards, Mrs. E. Osborn, Major George Fawceit, R. A., Capt. R.A.,

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Heron, Lieut. Col. and Thiel, C.

Howes, A. B.

Mrs. and child.

Stokes, A. G.

Stoppa, Paul

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HONGKONG AND WHAMPOA

Luzon	4.	Kowleae →1)ocl
Hailoong	59	19	11
Zaircannan	11	19	11
Anping Maru	111	. 11	71
F. Reyes	11	17	*1
H.M.S. Cressy	13	17	11
Feihoo	**	11	· 11
Solent	**	14	11
Ingalls	78	Cosmop w tan	11
Nanshan	٠,		••
Tailee	11	Aber leen	71
Palgrave	••	•	11

THE FAR EAST

Per P. and O. steamer Oceana, connecting with the steamer Parramatt 1 at Colombo, from London, Sept. 12.—
To Kobe! Mr. Farquharson. To Shanghai! Mr. F. D.
Smart, Mr. and Mrs. Shinnon, Mr. R. Thompson, Mr. and
Mrs. St. Clair Knox, Mr. W. Leech, Mr. J. L. Snowden,
Miss Baller, Miss H. A. Gough, Miss H. L. Thomas, Miss
M. Gregory, Miss C. F. Tippetts, Miss J. Greig, Miss A.
Knights, Miss Gates, Miss K. Aldis, Mr. C. L. Landmark,
Miss H. Amiss, Mr. and Mrs. Green and 2 children. Rev.
and Mrs. Luttey and child, Mr. and Mrs. Kearney, Mrs.
Rankin, Miss Weir, Commander and Mrs. York. To Hongkong: Miss Osborn-Harley, Mr. King, Dr. F. Keyt, Mr. B.
E. Hasting, Mrs. Dean. To Manila! Mr. and Mrs. P. J.
Graham. To Singapore! Mr. J. R. Ballin, Mr. J. McIntosh,
Mr. R. H. Lee, Mr. A. N. Ryrée, Capt. and Mrs. Follett.
Mrs. Mackintosh. From Marseilles,—To Shanghai! Mr.
and Mrs. E. Page, Mr. and Mrs. F. A. de St. Croix. To
Hongkong: Mrs. Radeliffe. To Sin apore! Mr. E. Wilson,
Mr. G. H. Moor, Mr. Dalgleish, Miss E. W. Stuart, Mr. W.
E. Perry. To Penang: Colonel Fayde Walker, Mr. and Mrs.
J. Maxwell, Mr. Peguda. From Port Said.—To Shanghai:
Mr. and Mrs. Brand, Miss Wallett.
Per P. and O. steamer Victoria, connecting with the steamer Parramatt rat Colombo, from London, Sept. 13.-Per P. and O. steamer Pictoria, connecting with the

Steamer Valetta, at Colombo, from London, Oct. 16.—To Shanghai; Mrs. Bell, Miss Shillington, Rev. H. B. Battenbury, Rev. S. Helps, Rev. and Mrs. F. Protheroe. To Hongkong: Miss Rander, Miss MacArthur, Rev. J. Robinson. To Singapore: Mr. Carswell, Mr. B. Cameron, Miss Bather, Mr. I. Webster. To Penang: Mr. J. Thompson. From Marseilles.—To-Singapore: Mr. E. J. Penny, Mr. A. R. Boules, Mr. C. S. Crane, Miss Mapper, Mr. and Mrs. J. · Per Imperial German mail steamer Gera, from Bremer Sept. 18, and Southampton, Sept. 23 .- To Shanghai ; Mr. W Argent, Mr. R. H. Lee. To Samarang: Mr. F. A. Warnecke. To Singapore: Mr. W. T. Warmsley, jun., Mr. P. Wilson.

YESTERDAY.

WEATHER REPORT. On date at On date at Barometer 30.12 Temperature 78 Humidity 81 Rainfall.....

COAST METEOROLOGICAL REGISTER.

October 27th, 1902, p.m.

STATION	Hour	BARONE. TER.	TEMPERA- TURE	HUMIDIE	DIREC-	FORCE .	WEATHER
Władivostock	2 p.m.	<u> </u>	_		· —	- .	_
Nemuro	19	37.12	. 		SW	6,	
Hakodate	19	30 17	_	_	្ទ	4 :	–
Tokio	13	30.18	} ,	.—	S	2	
Kochi	1)	30 15		-	NE	4.	
Nagasaki	21	30.19	· '	-	W	4 '	
Kagoshima	23	30 19	-		6 W	6	,
Oshima	19	30.20	_	-:-	N	4'	`
Naha	17	30.17	· —		E	1	
Ishigakijima.	• • •	30.13	-		E	8	- '
· Laihoku	ı p.m.				. E	6,	– '
Taichu	19	30 02		_	NW	2	 .
Tainan	11	30.04	-		W	6	-

Koshun l'escadores ... " Gutzlaff 3 p.m. 30.21 72 76 SE 2 CV 30.11 75 86 N 2 0 Sharp Peak... , ' Amoy 2.30 p. -Swatow 3 p.m. 30.11 8t — E 30.05 89 66 Canton Hongkong ... 4 p.m 30.07:78 73 Victoria Peak! 30.06 - - ENE 4 Gap Rock ... " 30 07 84 . - SSE Macao Haiphong and 29.92 88 66 NE I b Manila Malate3 p.m. Bacolod Hoilo... , **29 89 85**; 29.90,85 — C. St. James, 4 p.m.

vemuro 6 a.m. 29.92 - - sw 6 -, 3005 - NW 6 -Hakodate ... 30.18 - - NW 2 -Tokio 30.19 - - N 21 -Kochi 30.23 - - - o -Nagasaki 30 23 - - NE 2 Kageshima... Oshima Ishigakijima... Taihoku 5 a.m. 30 09 -- -30 of - -Taichu......] 3007 - - - 0 Tainan..... , 30 07 - NE 2 Koshun 3007 - - - 0 -Pescadores ... Gutzlaff 9 a.m Sharp Peak... ---- O Amoy 6.37 a Swatow 9 a.m. 30.16 79 - E I Hongkong ... [10,a.m | 30,12 | 78 | 81 | E | 2 Victoria Peak 30 09 - - ESE 4

C. St. James. 108.m. - - - - - -

30.11 81 - E

29 96 86 71 W I

Gap Rock ...

Macao ...,.....

Haiphong ...

Manila....

Bacolod

October 28th, 1902, a.m.

THE SHARE MARKET.

LATEST QUOTATIONS:

(OCTOBER 29th.)

	Srocks.	PAID VALU		LATEST QUOTA
	Bar	ıks.		· · · · · · · · · · · · · · · · · · ·
	Hongkong and Shanghai Banking Copora-		1	
	tion of government of the continuous of	\$ _	125	\$630 sellers
- 1	National Bank of China, Limited	Ļ	8	\$27 sellers
•	Do. Founders		. 1 -	510
	Marine In	isurance	98 . .	The second se
s.	Union Insurance Society of Canton, Limited	\$	50	\$460 sales
	China Traders' Insurance Company, Limited	· \$.25	\$60}
,	North China Insurance Company, Limited	•	 25	Taels 1771 ex div.
	Yangtsze Insurance Association, Limited!	· 🐒	66	\$131 buyers
	Canton Insurance Office, Limited	Š	ζO	\$167} ex div. seller
	Fire Ins		-	
		_		l Cara Suuran
2	Hongkong Fire Insurance Company, Limited.	.	Şa	\$350 buyers
	China Fire Insurance Company, Limited		20	S86 sellers
•		ping.		
'	Hongkong, Canton, and Macao Steamboat	\$ -41		
	Company, Limited	\$	15	\$36\ buyers
	Indo-China Steam Navigation Company,			
	Limited	\mathcal{L}_{\cdot}	01	\$98 sellers
	China and Manila Steamship Company, Lim- 🕽 -	· <u>\$</u>	50	\$25 buyers
	ited	, S	5	nominal
	Douglas Steamship Company, Limited	5	50	\$413 sellers
١.	"Star " Ferry Company, Limited	{ p	10	\$22 buyers
		(2	5	\$12 sales
	"Shell" Transport and Trading Company,	•	_	C
	Limited Company Limited		1	£1.17.6
,	Shanghai Tug Boat Company, Limited		001	Taels 200 buyers
	Taku Tug and Lighter Company, Limited		50	Taels 55
	Shanghai Cargo Boat Company, Limited Co-operative Cargo Boat Company, Limited	Tacls Tacls	100	Tacls 1521 buyers Tacls 1521 buyers
			001	t were 12% onkers
	Kenn	ieries.	:	
	China Sugar Refining Company, Limited	\$	100	\$100 buyers
	Luzon Sugar, Refining Company, Limited	\$	100 j	515 buyers.
	Perak Sugar Cultivation Company, Limited:	Taels	50	Taels 77
	Mir	ing.		
	Punjom Mining Company, Limited	_ •	Q1	\$21 sellers
	Punjom Mining Preference Shares			St
	Société Française des Charbonnages du Ton-		•	•
he	kin	Francs	250	\$600 sellers
, D	Jelebu Mining and Trading Company, Limited		٠,٠	\$1.75 sellers
D, nd	Raub A'lian Gold Mining Company, Limited		bot.	\$7.00 sellers
:17, 44	Chinese Engineering & Mining Company, Ld	7	ľ	Taels 8.30 ex div.
	aminana - Dinaning - Juning a sunhanist mann	~	-	

Docks, Wharves and Godowns.

longkong and Whampon Dock Company,	٠.		
Limited Boyd & Co., Ld	\$	50	\$217½ sellers
	Tacls	100	Taels 195 buyers
Company, Limited	\$	50	\$89 buyers
	\$	61	\$37 buyers
Company, Limited	Tacls	100	Taels 310 sales

Lands, Hotels and Building.

china Provident Loan and Mortgage Company, Limited 5 longkong Land Investment and Agency Company, Limited \$184 buyers Kowloon Land and Building Company, Ltd... \$30 sellers \$471 buyers West Point Building Company, Limited....... Hongkong Hotel Company, Limited \$133\ buyers Oriente Hotel Company, Limited (Manila)..... Astor House Hotel Co., Limited (Shanghai) ... Hotel des Colonies Co., Ld. (Shanghai) Taels 16 sales Queen's Hotel (Wei-hai-wei)..... Taels 25 Humphrey's Estate and Finance Company, Limited 512 buyers / 10 Shanghai Land Investment Company, Limited Tacis (22) sales Cotton Mills. Hongkong Cotton Spinning, Weaving and

Dyeing Company, Limited..... \$17.buyers Ewo Cotton Spinning and Weaving Company, Tacks 38 sellers Limited Tacls 100 International Cotton Manufacturing Company, Limited Taels 31 buyers Laou-kung-mow Cotton Spinning and Weaving Company, Limited Tacls 37} Soy Chee Cotton Spinning Company, Limited Taels Tacls 150 Tobacco, Cigar and Cigarette Company. \$500 buyers

Alhambra, Limited Philippine Tobacco Trust Co., Limited \$40 sellers Shanghai-Sumatra Tobacco Company...... \$ Taels 45 sales 20 American Cigarette Company, Limited Taels Taels 40

Miscellaneous.

\$201 buyers Green Island Gement Company, Limited \$30 sellers China-Borneo Company, Limited A. S. Watson & Co., Limited..... \$15 buyers Watkins, Limited..... \$7 buyers \$13 buyers Hongkong Electric Company, Limited Hongkong Electric Company, Limited \$6 sales Hongkong and China Gas Company, Limited \$140 buyers Hongkong Rope Manufacturing Company, Limited \$125 buyers Geo. Fenwick & Co., Limited \$47 sellers Hongkong Ice Company, Limited \$240 Hongkong High-Level Tramways Co., Ltd. ... 100 Dairy Farm Company, Limited..... \$12 sellers Hongkong and China Bakery Company, Limited! \$40 sellers Campbell, Moore & Co., Limited Si bnyers Bell's Asbestos Eastern Agency, Limited 583 buyers United Asbestos Oriental Ag'cy, Limited \$155 Founders. Tebrau Planting Company, Limited..... nominal Sign sellers Universal Trading Co., Limited 191 sellers Hongkong Steam Water-boat Co., Limited China Light and Power Co., Limited \$15 sellers Robinson Piano Co., Limited \$50 sellers \$20 sellers Manifa Investment Co., Limited William Powell, Limited..... \$8½ sellers Taels 305 buyers Shanghai-Langkat Tobacco Company, Limited Taels BENJAMIN, KELLY & POTTS

Telegraphic Address-" Rialto." Telephone No. 148. P. O. Box No. 17.

)	•		Charle Protein
		٠.	Share Brokers.
		٠	
	·		
			•••

STEAMERS EXPECTED. VESSEL'S NAME Inaba Maru Shangbai Nippon Yusen Kaisha.... Yangtszu Singapore Butterfield & Swire To-morenw Gera Singapore Melchers & Co. ... Co.mo tow Kagoshima Maru Singapore Nippon Yusen Kni ha.. October 31st. Silesia......SingaporeSiemssen & Co.........Nuvember 1st Singapore Gibb, Livin ston & Con Sovember 1st Benmohr Kumsang Singapore lardine, Matheson & Co. November 1st Sado Maru...... Singapore Nippon Yusen Kaisha... November 2nd Tacoma than thai Prins Valdemar Shinghai Melchers & Co...... November 7th l'antalus...... Singapore Butterfield & Swire November 8th Alcinous Singapore Butterfield & Swire November 1 ath Moyuno-...... Glasgow, &c..... Butterfield & Swi e November 27th

We would direct the attention of shipping firms to the style in which "Steamers Expected and." Projected Sailings," are now published in these columns and in so doing respectfully nine the managers of the shipping firms to give orders to their clocks, to furnish this office on the forms already supplied gratis; with the latest available information every day.

Oopack Glasgow, &c..... Butterfield & Swire December toth

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FURS

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CHIFFON FICHUS
GLACE RIBBONS
DRESS NETS

SILKS

WOOL VESTS SILK SKIRTS

NEW

WHITE STRAWS
BLACK STRAWS
WHITE TRIMMED FELT HATS
CHIFFONS
GLOVES
WOOL SHAWLS

SILKS

WOOL COMBINATION SILK VESTS

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